This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`

Stanford University Libraries
6105 127 806 144

3328

THE

MISCELLANEOUS DOCUMENTS

OF THE

HOUSE OF REPRESENTATIVES

FOR THE

THIRD SESSION OF THE FIFTY-THIRD CONGRESS.

1894-95.

IN SEVENTEEN VOLUMES.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1895.

LELAND STANFORD JUNIOR
LIBRARY
UNIVERSITY.

A22042.

INDEX TO HOUSE MISCELLANEOUS DOCUMENTS.

CONTENTS OF THE VOLUMES.

Vol. 1..Nos. 1 to 87, except Nos. 25, 27, 35, 44, 58, 66, 70, 78, 79, 80, 81, 82, 83, 84, 85, and 86.
Vol. 2..No. 25, Interstate Commerce Commission.
Vol. 3..No. 27, pts. 1 and 2, National Home for Disabled Volunteer Soldiers.
Vol. 4..No. 35, vol. 46, Consular Reports.
Vol. 5..No. 44, Opinions of the Attorneys-General, vol. 20.
Vol. 6..No. 58, Naval War Records, vol. 1.
Vol. 7..No. 66, pts. 1–4, vol. 47, Consular Reports.
Vol. 8..No. 70, Report of the Commissioner of Patents.
Vol. 9..No. 78, Bulletins of the Geological Survey, Nos. 118–122.
Vol. 10..No. 79, Report of the Civil Service Commission.
Vol. 11..Nos. 80 to 85, Eulogies.
Vol. 12..No. 86, Bulletin Fish Commission, 1894.
Vol. 13..No. 88, Report of the Weather Bureau, 1894.
Vol. 14..No. 89, Report of the Fish Commission, 1893.
Vol. 15..No. 90, pt. 1, Report of the Smithsonian Institution, 1894, part 1.
Vol. 16..No. 90, pt. 2, Report of the Smithsonian Institution, 1894, part 2.
Vol. 17..No. 91, Report of the American Historical Association, 1894.

INDEX TO HOUSE MISCELLANEOUS DOCUMENTS.

Subject.	No.	Vol.
A.		
Adams, S	29	1
Allen, D. C	21	1
Almarode, John W	74	1
American Historical Association, report of 1894	91	17
Anacostia and Potomac River Railroad Company, report of	50	1
Attorney-General, Opinions of (vol. 20)	44	5
Avery, John	47	1
B.		
Blackistone, Richard P	72	1
Broadway, J	29	1
Brown, M. V	16	1
Burke, A. L	29	1
C.		
Cahill, M	29	1
Caldwell, Robert	32	1
Campbell, George M	64	1
Carter, J. A	53	1
Cato, John W	64	1
Chinese-Japanese war, President to transmit to House correspondence concerning	38	1
Civil Service Commission, report of	79	10
Clerk of House:		
Annual report of property in possession of	5 6	1 1
Annual transmitting of list of reports to be made to Congress	20	1
Commissioner of Patents, report of	70	8
Congress, list of reports to be made to	20	1
Conine, W. P	42	1
Consular reports:		
Vol. 46	35	4
Vol. 47	66	7
Contested elections, digest of, for Fifty-second Congress	77	1
Court of Claims:		
List of reports made by—		
Adams, S	29	1
Allen, D. C	21	1
Broadway, J	29	1
Brown, M. V	16	1
Burke, A. L	29	1
Cahill, M	29	1
Caldwell, Robert	32	1
Campbell, George M	64	1
Carter, J. A	53	1
Cases dismissed for want of further jurisdiction, list of	15 30	1
Cato, John W	64	1
Conine, W. P	42	1
Craven, B. E	32	1
Crawford, S	29	1

Subject.	No.	Vol.
Court of Claims—Continued.		
List of reports made by—Continued.		
Daniel, Benj	29	1
Danneman, John	29	1
Dollis, Henry C	76	1
Dyer, J. W	29	1
Flesher, J	29	1
Foster, William	28	1
Grandergo, Joseph	23	1
Hale, S. S	28	1
Heyser, J. H	29	1
Hightower, John	68	1
Hollingsworth, W. T	31	1
Howell, H	29	1
Huff, W. H	12	1
Ivers, William	29	1
Jeter, J. J	28	1
Jones, J. T. L	29	1
Lavender, Jacob	10	1
Lowenburg, L. M	52	1
Lowry, Susan	32	1
McCarty, Ellen	28	1
McCool, A. P	29	1
McCuiston, Samuel S	76	1
Main, J. H. T	29	1
Markham, George	57	1
Marlar, George W	67	1
Miami Indians	69	1
Moore, J. W. J	41	1
Morrison, John	29	1
Morrison, J. R. D., and others	61	1
Nance, J. J	52	1
O'Marra, J. J	29	1
Peebles, Jacob	43	1
Randolph, T	29	1
Russler, A. T	29	1
Sauve, Pierre	24	1
Schringelman, E	29	1
Smith, Samuel	32	1
Snyder, E. A	29	1
Stearns, F	28	1
Sulm, George	42	1
Swanson, F. M	14	1
Thornton, N. K	57	1
Tyler, Jackson	11	1
Watson, J	29	1
Weatherley, J. M	28	1
White, C. C	13	1
White, S. N	22	1
Wilburn, J. K	39	1
Wood, J. E	29	1
Courts of United States, digest of laws and decisions relating to appointments, etc., in	87	1
Craven, B. E	32	1
Crawford, S	29	1
D.		
Daniel, Benj	29	1
Danneman, John	29	1
Dollis, Henry E	76	1
Doorkeeper of House:		
Report of, on sale of waste paper	7	1
Property in charge of	8	1
List of books, etc., in folding room	9	1
Dyer, J. W	29	1

Subject.	No.	Vol.
E.		
Ellison, Lewis	37	1
Eulogies:		
George W. Houk	82	11
Marcus C. Lisle	83	11
Charles O'Neill	84	11
Philip S. Post	80	11
George B. Shaw	81	11
Myron B. Wright	85	11
F.		
Fish Commission:		
Bulletin 1894	86	12
Report of expenditures by	19	1
Report of 1893	89	14
Flesher, J	29	1
Flower, John and Thomas B	62	1
Folding room, list of books, etc., in	9	1
Foster, William	28	1
Freedman's Savings and Trust Company, Commissioner of, report of	33	1
G.		
Geological Survey, bulletins 118–122	78	9
Grandergo, Joseph	23	1
H.		
Hale, S. S	28	1
Halsey, D	48	1
Hawaiian affairs, correspondence regarding	60	1
Heyser, J. H	29	1
Hightower, John	68	1
Hobbs, Thomas M	46	1
Holland, Mattie S	65	1
Hollingsworth, W. T	31	1
Houk, George W., eulogies on	82	11
House of Representatives:		
List of Members of, and places of residence	1	1
Standing committees of	2	1
List of Members of, and committees on which they serve	3	1
Annual report of Clerk of	5	1
Report on property in possession of Clerk of	6	1
Report on property in possession of Doorkeeper of	8	1
Report of list of books, etc., in folding room	9	1
Report of receipts and disbursements by Sergeant-at-Arms of	17	1
Report of property in charge of Sergeant-at-Arms of	18	1
Contested elections, Fifty-second Congress, digest	77	1
Howell, H	29	1
Huff, W. H	12	1
I.		
Interstate Commerce Commission, annual report of	25	2
Ivers, William	29	1
J.		
Jeter, J. J	28	1
Jones, J. T. L	29	1
K.		
Kickapoo Indian Reservation, delay in opening	45	1

Subject.	No.	Vol.
L.		
Labor, Department of, expense of	26	1
Land-grant railroads, selections filed by, relative to	71	1
Lavender, Jacob	10	1
Library of Congress building, report on	4	1
Lisle, Marcus C., eulogies on	83	11
Lowenburg, L. M	52	1
Lowry, Susan	32	1
M.		
McCarty, Ellen	28	1
McCool, A. P	29	1
McCuiston, Samuel S	76	1
Main, J. H. T	29	1
Markham, George	57	1
Marlar, George W	67	1
Match manufacturers, remittances made by	73	1
Metropolitan Railroad Company, report of	54	1
Miami Indians, findings of the Court of Claims	69	1
Military Academy, report of Board of Visitors	34	1
Miller, Kinney C	49	1
Moore, J. W. J	41	1
Morrison, John	29	1
Morrison, J. R. D., and others	61	1
N.		
Nance, J. J	52	1
National Home for Disabled Volunteer Soldiers	27	3
Naval war records (vol. 1)	58	5
O.		
O'Marra, J. J	29	1
O'Neill, Charles, eulogies on	84	11
Opinions of Attorney-General (vol. 20)	44	5
P.		
Page, Charles H	55	1
Patents, annual report of Commissioner of	70	8
Peebles, Jacob	43	1
Post, Philip S., eulogies on	80	11
Poullain, Mildred P	63	1
Public lands, selections and patenting, to suspend	59	1
R.		
Randolph, J	29	1
Russler, A. T	29	1
S.		
Sauve, Pierre	24	1
Schringelman, E	29	1
Sergeant-at-Arms:		
Receipts and disbursements of	17	1
Property statement of	18	1
Shaw, George B., eulogies on	81	11
Smith, Samuel	32	1
Smithsonian Institution, 1894:		
Part 1	90	15
Part 2	90	16
Expenditures of	40	1
Snyder, E. A	29	1
Soldiers' Home. (*See* National Home for Disabled Volunteer Soldiers.)		

Subject.	No.	Vol.
am vessels, certain, claims of	56	1
arns, F	28	1
n, George	42	1
nson, F. M	14	1
T.		
pleton, Martha E	36	1
nton, N. K	57	1
sury notes, payment of, information concerning	75	1
r, Jackson	11	1
W.		
of Rebellion, Naval Records of (vol. 1)	58	6
hington and Georgetown Railroad Company, report of	51	1
e paper, sales of	7	1
on, J	29	1
ber Bureau, report of 1894	88	13
herley, J. M	28	1
e, C. C	13	1
e, S. N	22	1
rn, J. K	39	1
, J. E	29	1
, Emma T	36	1
t, Myron B., eulogies on	85	11

H. Mis—53—3——II

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 25.

EIGHTH ANNUAL REPORT

OF THE

INTERSTATE COMMERCE COMMISSION.

DECEMBER 1, 1894.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1895.

THE INTERSTATE COMMERCE COMMISSION.

Hon. WILLIAM R. MORRISON, Chairman, of Illinois.
Hon. WHEELOCK G. VEAZEY, of Vermont.
Hon. MARTIN A. KNAPP, of New York.
Hon. JUDSON C. CLEMENTS, of Georgia.
Hon. JAMES D. YEOMANS, of Iowa.

EDWARD A. MOSELEY, Secretary.

CONTENTS.

	Page.
Court Decisions	5
Criminal and Civil Procedure under the Law	12
Work of the Commission	16
Hearings and investigations	16
Detail work	17
Expenditures	17
Decisions	17
Civil cases pending in the courts	17
Long and short haul clause	18
The Southern freight war	20
Unreasonable freight rates from Chicago and Cincinnati to Southern points	24
Unreasonable rates on wheat	28
Unjust classification	30
The form, contents, and publication of rate schedules, and the authority for making and filing joint tariffs	31
The Classification of Freight	34
Transportation and Carriers Subject to the Statute	39
Relation of Receivers of Railroad Property to the Law	41
Overcharges and Undercharges	44
Changes in Transportation Charges	49
Through Routes and Through Rates	54
Pooling of Freights and Division of Earnings	60
Annual Reports of Common Carriers	63
Government Ownership of Railroads	64
The Great Strike of 1894	66
Financial Condition of Railways	68
Statistics of Railways	71
Mileage	71
Classification of Railways	71
Capitalization and Valuation	72
Public Service	72
Earnings and Expenses	73
Equipment	73
Employees	74
Railway Accidents	74
Conclusion	75
Preliminary Income Account	75
Safety Appliances on Railway Equipment	75
Convention of Railroad Commissioners	77
Government Aided Railroad and Telegraph Lines	77
Recapitulation of Recommendations for Amendment of the Statute	78

APPENDICES: Page.

A. NAMES AND COMPENSATION OF ALL EMPLOYEES, TOGETHER WITH A STATEMENT OF APPROPRIATIONS AND EXPENDITURES 83
B. POINTS DECIDED BY THE COMMISSION SINCE ITS ORGANIZATION..... 93
C. PRAYER OF PETITION, MOTION AND ORDER IN INTERSTATE COMMERCE COMMISSION *vs.* CINCINNATI, NEW ORLEANS, AND TEXAS PACIFIC RAILWAY COMPANY, ET AL..... 201
D. OPINION AND ORDERS OF THE COMMISSION IN THE MATTER OF FORM AND CONTENTS OF RATE SCHEDULES, ETC..... 207
E. GOVERNMENT OWNERSHIP OF RAILROADS..... 219
F. COMPARATIVE STATEMENT OF EQUIPMENT, EQUIPMENT FITTED WITH TRAIN BRAKE AND AUTOMATIC COUPLER, AND ACCIDENTS TO PASSENGERS AND EMPLOYEES FOR THE YEARS ENDING JUNE 30, 1889, TO 1893, INCLUSIVE..... 237
G. STATISTICS OF RAILWAYS IN THE UNITED STATES, REPORT FOR YEAR ENDING JUNE 30, 1893..... 241
H. PRELIMINARY INCOME ACCOUNT OF RAILWAYS IN THE UNITED STATES FOR THE YEAR ENDING JUNE 30, 1894..... 243

LETTER OF TRANSMITTAL.

INTERSTATE COMMERCE COMMISSION,
Washington, December 5, 1894.

SIR: In accordance with the provisions of the act to regulate commerce, I have the honor to transmit herewith the eighth annual report of the Interstate Commerce Commission.

Respectfully, yours,

W. R. MORRISON, *Chairman.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

REPORT

OF THE

INTERSTATE COMMERCE COMMISSION.

WASHINGTON, D. C., *December 3, 1894.*

To the Senate and House of Representatives:

The Interstate Commerce Commission respectfully submits for the consideration of Congress this, its eighth, annual report.

The meaning and application of various provisions of the act to regulate commerce have been discussed at considerable length in previous reports of the Commission, both for the instruction of carriers and the information of the public. It may fairly be assumed that the purposes and requirements of the law are now generally understood. The operation of the statute for nearly eight years, the numerous cases in which its provisions have been applied by the Commission, the adjudication of the Federal courts, and the wide publicity resulting from newspaper and other publications have made railway managers, and the great body of shippers as well, reasonably familiar with the aims and obligations of this enactment. Further exposition of its principles seems less important at this time than a statement of efforts to secure its observance and recommendations of such added legislation as will aid its proper enforcement. While containing such information upon transportation subjects as, in the light of the year's experience, should be set forth, the present report will be mainly devoted to stating what has been done toward securing observance of the law through exercise of the Commission's powers and by proceedings in the courts, and what amendments are necessary to remedy discovered defects in the statute and specifically regulate such transportation methods as may operate to embarrass the working of the law.

COURT DECISIONS.

A number of judicial decisions construing important provisions of the statute have been rendered during the year.

The power of Congress to authorize the Commission to "invoke the aid of any court of the United States in requiring the attendance and

testimony of witnesses and the production of books, papers, and documents," was the particular subject of controversy in the case entitled the Interstate Commerce Commission *v.* W. G. Brimson et al. The United States Supreme Court held in this case that Congress may employ any appropriate means, not forbidden by the Constitution, to carry into effect and accomplish the objects of a power granted to it by the Constitution, and that the judiciary can only inquire whether the means devised by Congress are forbidden by the Constitution; that Congress has plenary power, subject only to the limitations imposed by the fundamental law, to prescribe the rules by which commerce among the States is to be regulated; that the provision of the twelfth section of the act to regulate commerce, requiring the courts to use their process in aid of inquiries before this Commission, is constitutional and valid, and that a proceeding to compel the attendance and testimony of witnesses before the Commission, or to compel the production of books, documents, or papers, is a *case* of which, under the Constitution, a Federal court may take cognizance; that failure to obey an order of the court requiring the giving of such testimony, or the production of documents before the Commission, is properly punishable by the court as for contempt thereof.

The plenary power of the legislature in this respect is further illustrated by the decision of the Supreme Court in New York & New England Railroad Company *v.* Town of Bristol, which declares that railroad corporations are subject to legislative control in all respects necessary to protect the public against danger, injustice, and oppression, and that the State has power to exercise this control through boards of commissioners.

So, too, in Reagan *v.* Farmers' Loan and Trust Company, the Texas Railroad Commission case, the settled right of the State to regulate carriers through the medium of a railroad commission is again fully recognized by the Supreme Court. In that case it is distinctly stated that judicial interference with schedule rates prescribed by the legislature, or the commission under its granted authority, is confined to restraining a regulation of rates which operates to deny to owners of property invested in the business of transportation that equal protection which is the constitutional right of owners of other property. Prescribing charges for carriers is held to be a legislative or ministerial duty rather than a judicial function, the province of the court being to decide whether such rates are unjust and unreasonable to the carrier and such as to work practical destruction to rights of property and if so found to restrain their operation.

The appeal taken by the Commission to the circuit court of appeals for the fifth judicial circuit from the decision of the United States circuit court for the northern district of Georgia in a case generally known as the Social Circle Long and Short Haul Case, has been decided in favor of the Commission. The decree of the circuit court of appeals

reverses the decision of the circuit court and directs that the order of the Commission, requiring the defendant carriers to make no greater charge on first-class freight for the shorter distance from Cincinnati to Social Circle than for the longer distance from Cincinnati to Augusta, shall be enforced. The defendants have appealed to the United States Supreme Court, where it is expected that the case will be disposed of during the present term of the court. The decision of the court of appeals in this proceeding amounts to a complete denial of the theories contended for in behalf of the carriers. It is to be hoped that the court of last resort will, in this case, fully and finally construe the meaning and application of the fourth section.

The same circuit court of appeals has directed the enforcement of the Commission's order prescribing maximum rates on oranges from Florida points to Northern cities. This case is also in the Supreme Court on appeal by the defendant carriers, and will probably come up for argument at an early day.

A recent decision rendered by Judge Williams in the United States circuit court for the western district of Kansas will prove of special value in many cases. Upon statements made to, and informal investigation by, the Commission in relation to transportation rates in force to and from Wichita, Kans., the Commission decided in 1893 to avail itself of that provision in the amended twelfth section of the act which requires district attorneys to institute proceedings upon request of the Commission and prosecute the same under the direction of the Attorney-General, and so determined to advance this Wichita case by having it brought directly before the court in the first instance. By this course formal investigation and report by this Commission was avoided. The defendant demurred to the petition filed by the district attorney on behalf of the United States upon the ground that the United States had no standing in court as a party complainant in a proceeding under the act to regulate commerce. In other words, that the case could be brought into court only by the Wichita people themselves, or by this Commission for the purpose of enforcing its previously issued order.

The opinion of the court, overruling the demurrer and sending the case to trial on the merits, declares that this method of procedure is not only proper, but was clearly intended by Congress as an aid to the Commission in promptly discharging its statutory duty to "execute and enforce the provisions of this act." Many cases arise where, under principles previously laid down but disputed by defendant carriers, violations of law are apparent to the Commission; and there are other cases also where peculiar circumstances call for the earliest final adjudication possible. These are matters which may well be brought to trial in the courts in the first instance, and such direct procedure in the courts by the Government, which relieves shippers and communities

from the burdens of instituting and conducting litigation in such cases, will doubtless prove of great utility.

In the case of the Interstate Commerce Commission against the Detroit, Grand Haven and Milwaukee Railway Company, known as the Grand Rapids Free Cartage case, in which, as stated in our last report, the order of the Commission was sustained, the court directed, on application by the defendant for rehearing, that the decree be entered so as to prohibit free cartage at Grand Rapids unless a like service, or its equivalent in value by reduced rates, be at the same time afforded at Ionia, the place from whence the complaint to the Commission originated; and unless the fact that such free cartage or such equivalent reduced rate is afforded at both points shall be noted in the defendant's established tariffs of freights and charges published as required by law. This was a modification by the court of the order issued by the Commission. The defendant appealed, and the case is now in the circuit court of appeals.

In the case brought by the Commission against the New York Central and Hudson River Railroad Company et al., in the United States circuit court for the northern district of New York, to enforce its order issued in the case of Page and others against the same carriers, the court filed a memorandum opinion declining to enforce the order of the Commission, upon the single ground that no distinction was made between window shades decorated by hand and the much less valuable article manufactured by machinery. The order of the Commission required the carriers to reduce rates on window shades from first to third class, and the omission to specify machine-made shades was due to the facts that the carriers had hitherto made no distinction in classifying hand and machine decorated shades; that no question was raised during the proceeding before the Commission as to the impropriety of a single classification for both, and that comparatively very few hand-made or hand-decorated shades are the subject of shipment. The Commission certified these facts to the court, and stated that the order was not intended to prohibit the carriers from charging higher rates on the hand-made article, and the court was requested to review its decision. This case is further considered in this report under the head of "Unjust Classification."

Whether a State court can take cognizance of suits brought to recover for extortionate or discriminating charges for the carriage of interstate commerce is a question of much consequence to shippers and in regard to which the decisions are conflicting. Cases of this nature relate, of course, to the contract relations of the parties in the State where the controversy arises, and are not brought to regulate the charges of interstate carriers. Upon removal from the State to Federal courts of proceedings of this character the contention has taken on an additional phase, namely, that not only have the State courts no jurisdiction of interstate carrying charges contracted for

with carriers or collected by them from shippers, but that, outside of the act to regulate commerce, there is no common or statute law applicable to such cases in any court, State or Federal. In the case of Swift *v.* Philadelphia & Reading Railroad Company et al., Judge Grosscup held that "the United States as a distinct sovereignty imposes no laws upon its subjects except such as are expressly or impliedly enacted by Congress;" in other words, that there is no Federal common law, and that the common-law rule of the several States which requires common carriers to charge only what is reasonable and just does not apply to carriers of interstate commerce, the only restrictions upon the latter being such as are contained in the act to regulate commerce and its amendments. Judge Shiras, of the Iowa federal bench, states directly opposite views in the case of Murray *v.* Chicago & Northwestern Railway Company. He holds that there is a common law of the United States as well as a law of equity and a law maritime. As above stated, these questions are full of interest to shippers, because it is important for them to know whether they can attack contracts or bring damage suits growing out of interstate carriage in their State courts, and also whether, as matter of fact, the act to regulate commerce constitutes the only legal restraint upon carriers engaged in traffic between the States.

A recent decision in the United States circuit court for the southern district of Illinois seems to rest upon the existence of a common law applicable throughout the United States. This was the case of Thomas et al. *v.* Railroads, in which a statute of Illinois providing that a carrier can not, by stipulation, limit his common law liability for safe delivery, was held not to affect a shipment from Tennessee and passing through Illinois to Massachusetts, although the charter of the contracting carrier was granted in Illinois. The court did hold, however, that the carrier could not limit its common law liability for loss or injury resulting through its own negligence.

The case of Bigbee and Warrior Rivers Packet Company *v.* Mobile and Ohio Railroad Company et al. decided, under the act to regulate commerce, by the United States circuit court for the southern district of Alabama, shows an instance of rather extreme discrimination. The roads had an established rate on cotton from Mobile to New Orleans which they charged on local shipments; but on cotton offered to them at Mobile by the plaintiff packet company for carriage to New Orleans they demanded a rate much higher than that in force on local shipments between the same points. This was done to discourage shipments by the packet line from the original shipping point, which in this case was Demopolis, Ala., and thus throw the whole carriage to the railroads. The carriers set up the plea of "dissimilar circumstances and conditions," but the court held that all goods offered for shipment at a given point must be carried at the established rate for such goods from that point, regard-

less of the place where they originate. The following extract from t opinion sets forth a principle which has been frequently announced the Commission:

There is a dissimilarity in the circumstance that one lot of cotton came from o point and the other lot from another point. But this is not a substantial d similarity, such as is contemplated by the law, and it is not every dissimilarity circumstance or condition that justifies a dissimilarity of rates. "That some d similar conditions justify dissimilarity in rates is true. That remote dissimilarit of condition justify any dissimilarities which the carrier chooses to make is not tru (Interstate Commerce Commission v. Texas and Pacific Railway Company, 6 C. C. 653; 57 Fed. Rep., 955.) The circumstances and conditions to be considered are th which bear upon the transportation by the particular carrier, and under which su transportation is conducted. They must have direct bearing upon the traffic ov the line on which the discrimination is made. The dissimilarity of circumstanc and conditions set up by respondent in justification of its claim is not the outco of competition by water routes or another competitive railroad line not subject the interstate commerce act. Respondent's position on this point can not be su tained. (Bigbee and Warrior Rivers Packet Company v. Mobile and Ohio Railro Company, 60 Fed. Rep., 547.)

The case of Union Pacific Railway Company *v.* Goodridge, decid last year by the United States Supreme Court, was not reported time for mention in our last report to Congress. It was a proceedi based upon a section of the Colorado statute of 1885, forbiddi discriminations in railroad charges, and the controversy arose ov rates charged for carrying coal from different places to Denver. T section of the Colorado act contains language which is strikingly li the provisions in the second and fourth sections of the act to regula commerce. This is shown by the presence in the Colorado law of t phrase, "upon like conditions and under similar circumstances," whi is very similar to the phrase, "under substantially similar circu stances and conditions," in the second and fourth sections of t Federal statute, and by a power vested in the Colorado railroad co missioner under the Colorado law which is like the relieving authori given to this Commission by the fourth section, or long and short ha clause, of the act to regulate commerce. The following extract fro the opinion shows this similarity in language, the strict constructi given to the "circumstances and conditions" phrase, and the recogn tion by the Supreme Court of the relieving power vested in the Colora commissioner:

This act was intended to apply to intrastate traffic the same wholesome rules a regulations which Congress two years thereafter applied to commerce between t States, and to cut up by the roots the entire system of rebates and discriminatio in favor of particular localities, special enterprises, or favored corporations, and put all shippers on an absolute equality, *saving only a power, not in the railroad co pany itself, but in the railroad commissioner, to except "special cases* designed to promo the development of the resources of this State," and not to prevent the commission "from making a lower rate per ton per mile, in car-load lots, than shall govern shi ments in less quantities than car-load lots, and from making lower rates for lots less than five car-loads than for single car-load lots." The statute recognizes the fa

that it is no proper business of a common carrier to foster particular enterprises or to build up new industries, but deriving its franchise from the legislature, and depending upon the will of the people for its very existence, it is bound to deal fairly with the public, to extend them reasonable facilities for the transportation of their persons and property, and to put all its patrons upon an absolute equality.

The act approved February 11, 1893, was intended to afford protection to witnesses required to testify under the act to regulate commerce, which would be as broad as the immunity from self-incrimination provided for in the Constitution. Its passage was a direct result of the decision of the United States Supreme Court in the Counselman case, in which it was clearly intimated that Congress has the power to make a law under which unwilling witnesses could, through provision therein for protection from the legal consequences of their testimony, be compelled to give evidence concerning their knowledge of criminal transactions. It was doubtless presumed by Congress, when this act was passed, that the Supreme Court had considered all the conditions surrounding a witness who should refuse to testify on the ground that his testimony might tend to incriminate himself, especially the effect of enforced disclosures upon his character. But during an investigation held by the Federal grand jury at Chicago, some months since, Judge Grosscup decided in the case of James, who had pleaded his privilege and refused to testify, that it is beyond the power of Congress to pass a law which would afford protection to a witness as broad as the immunity provided in the Constitution, and the chief basis of the decision was that while a witness might be freed by such a law from the legal consequences of his testimony, the Government could not by any enactment save him from the disgrace and taint upon his character which a disclosure of his connection with crime might entail. As no appeal could be taken from this ruling, it will not be possible to obtain the decision of the Supreme Court upon this point until the question can be raised in another jurisdiction, an order obtained directing the witness to answer, and an appeal be taken by the witness to the proper appellate court. A law providing for appeals by the Government from decisions of this character and from rulings sustaining demurrers to indictments would remove many of the embarrassments which now surround prosecutions for criminal offenses.

The distinction between the Counselman and Brimson cases above discussed is not generally understood. They both relate to the compulsory giving of testimony, but here the similarity ceases. The Counselman case did not arise under the act to regulate commerce. That proceeding involved section 860 of the Revised Statutes and the fifth amendment of the Constitution. The Brimson case related to the constitutionality of the twelfth section of the act to regulate commerce. The Counselman case referred solely to a matter of personal privilege under the Constitution, while the question in the Brimson case was whether under the Constitution a provision in a law passed by Congress was valid. Concisely, *the difference between the two* cases is this:

Under the Brimson decision it is a constitutional exercise of judicial power for a court to compel a witness to give proper testimony before this Commission. Under the Counselman decision a witness can not be compelled to give testimony before any tribunal, civil or criminal, which may tend to incriminate himself, unless he is protected by statutory enactment from the legal consequences of his testimony, and that section 860 of the Revised Statutes did not afford such protection. As above shown, the decision of Judge Grosscup in the James case goes beyond this and holds that the amendment of 1893 does not secure the immunity guaranteed by the Constitution, and that no statute can.

The foregoing are the principal decisions in which the law has been construed or referred to by the courts during the year. In addition to these, attention should be called to orders, injunctions, and opinions arising out of railway labor troubles, which have been partially based upon sections of the act to regulate commerce. That provisions intended to bring about general interchange of traffic with connecting lines on equal terms, and to compel the prompt forwarding of passengers and goods at reasonable rates, have been found so weak as to be incapable of forcing a railroad company to haul the loaded car of a connecting carrier at established local rates, and yet can be successfully invoked by a railroad company to restrain its employees from obstructing or in any way interfering with the prompt forwarding of interstate traffic over its own and connecting lines, is a condition of affairs which not plain people alone, but those supposed to be versed in the law, find it extremely difficult to understand. Using clauses of the law to regulate certain phases of railway labor may be entirely proper upon the ground that such statutory provisions impose duties of a public nature upon the employing carriers, the performance of which the employees have no right to prevent. This may or may not be so; but if it is, then difficulties should not be found in the way of using the same clauses to compel connecting carriers to interchange and forward traffic according to the intent of those who framed the statute. Aside from the vital interest of the public in the compulsory extension of through routing facilities, we can think of no more forcible argument in favor of an amendment which will bring the carriers into unquestioned subjection to this part of the law than the situation above set forth. The subject of through routes and through rates is discussed at length in another portion of this report.

CRIMINAL AND CIVIL PROCEDURE UNDER THE LAW.

Considerable public discontent has been manifested on account of nonenforcement of the penal provisions of the act to regulate commerce, and the expression of this feeling has included some thoughtless criticism of the Commission.

The statute makes it the duty of the Commission to keep itself informed of the methods of carriers in conducting their business, and

to execute and enforce the provisions of the act, and district attorneys are required, upon the request of the Commission, to institute and prosecute all necessary proceedings for the enforcement of such provisions and for the punishment of all violations thereof. This clause in the twelfth section of the law undoubtedly refers to criminal as well as civil proceedings, and the Commission has always considered reports to the Department of Justice of facts concerning alleged violations of the penal provisions of the act to be one of its duties.

But it should be borne in mind that this does not impose upon the Commission the duties of a detective bureau. It means that the Commission shall keep itself generally informed of the business practices of common carriers, and whenever facts come to its knowledge which appear to warrant action, that it shall recommend the institution of criminal proceedings by the Department of Justice to that end. This is neither a detective nor a prosecuting function—it is rather a result of that continuous investigation into the transportation business of the country which the act to regulate commerce specifically requires of this Commission. To accomplish the purposes of such general inquiry Congress has endeavored to open up to the Commission certain avenues of information, including the power to summon witnesses and obtain their testimony and the production by them of books, papers, and documents, the making and filing of special statements and annual reports, the filing of tariffs and contracts, and such information on special subjects from time to time as may be required; and to facilitate the acquirement of information it was deemed necessary to add to the twelfth section of the law a provision that the testimony given by persons before the Commission should not be used against such persons in any criminal proceeding.

These powers, apparently sufficient but in reality extremely difficult to successfully exercise, are to be exerted and the information thereby obtained used in the continuous inquiry prescribed in the statute. That the exercise of authority by the Commission by several of the means just mentioned has been resisted by carriers and unwilling witnesses in various ways, and that they have often succeeded in embarrassing and greatly delaying the progress of regulation under the law, is too well known to require further mention at this time. We believe, however, that the declarations of the Supreme Court in the Brimson matter, and decisions in other recent cases, indicate a trend of judicial construction which will eventually remove these embarrassments and greatly aid the administration of the statute.

If, then, in the course of such general and continuing investigation the Commission shall become apprised of facts which appear to warrant their presentation to the officers of the Government charged with the prosecution of criminal offenses, it is clearly required to further the execution and enforcement of the law by reporting such facts to the Department of Justice and requesting the institution of proper proceedings. *Here the Commission's connection with* the criminal side of

the statute necessarily ends. The report to the Department of Justice of criminal matters coming to its knowledge from day to day is all that this Commission, or any other bureau or tribunal not having the power to prosecute or condemn, can do.

Upon this subject we desire to add that we not only think it our duty to request these prosecutions, but that every citizen, shipper, merchant, railroad official or employee, should, in the interests of law-abiding shippers, fair commercial dealing, and honest and successful railroad operation, openly and heartily assist the Government in running down and punishing these violations of a statute designed to protect them and the interests they represent. It is time to obliterate the impression that such aid will cause the person giving it to take on the character of an informer, using the term in a reproachful sense. We do not apply that term to a man seeking the arrest of one who has defrauded or robbed him, injured his property, or betrayed his confidence. Yet the giving and taking of less than lawfully established transportation charges is nothing more or less than fraud, robbery of other shippers, injury to their business, and a betrayal of trust in a common public servant. Why should the giving of information of these offenses under the act to regulate commerce be deemed a reproach either to the shipper or the railroad official, or subject them to the enmity of any person or the antagonism of any commercial interest?

Importers loudly complain when tariff duties have been secretly cut in favor of business rivals, and actively assist in prosecuting the officers. What proper considerations exist to deter shippers from seeking the punishment of railroad officials and shippers who have put upon them the kind of injury for which importers do not fail to demand punishment of the perpetrators? The carrier and the custom-house each renders a public service and each collects a charge upon commerce. One is a tax upon its carriage, the other a tax upon its admission into the country; and the regulation and equal application of either is a governmental function in which the whole public is vitally concerned. Both the law and public sentiment condemn fraud in the collection or payment of customs as a crime meriting prompt and severe punishment, and when public opinion shall regard transportation frauds in the same light, the serious difficulties now met with at every hand in endeavoring to convict those who willfully violate the act to regulate commerce will have mainly disappeared.

The shipper who secretly secures an advantage in transportation rates over his competitor in business has hitherto been looked upon more in the light of the smartest party to a horse trade than as the participator in a criminal offense for which he should be fined and imprisoned. This is because transportation has been regarded in the popular mind as a part of private business instead of a reliable and impartially conducted agency provided under Government sanction, by which very many industries can only be carried on. When this dis-

tinction becomes thoroughly understood the punishment of penal offenses under the statute will be comparatively easy and the necessity therefor correspondingly rare; and difficulties in the way of conviction will be no more formidable than those which beset the Government in prosecuting other crimes and misdemeanors. Success in enforcing the penal provisions of this act depends almost solely upon whether those interested in transportation, or having knowledge of particular transactions, will give their aid and assistance in that behalf, and regard such action on their part as a duty which they owe to themselves, the community, and the State.

In this connection we may properly allude to certain modifications of the penal provisions of the act, which are advocated by many railroad managers. It is proposed by them to exempt the officers and employees of carrying corporations from criminal liability for rate cutting and similar offenses, and to impose such liability solely upon the corporations themselves. In brief, the argument is that the extreme severity of the present law operates to prevent its enforcement; that railway managers will not give information against their rivals when the consequence might be the imprisonment of individuals with whom their personal relations are friendly and familiar, but that such disclosures would be freely made if they resulted only in the imposition of a fine upon the offending corporation. We are not prepared to indorse this view. Corporations can act only through their officers and agents, and necessarily an offense against business rectitude and public morality must be committed by some individual who has knowledge of the law and consciously transgresses its provisions.

The wrongdoing now referred to involves, in our judgment, a high degree of moral turpitude which should rightfully subject to exposure and punishment the persons who are guilty of it. We believe that the corporations should themselves be indictable, and regard it a mistake of the present statute that they are not; but we also believe that their officers and agents should remain amenable, as they are now, to the penal obligations of the law. This view includes retention of the imprisonment feature in the tenth section. Undoubtedly the scheme which will practically result in preventing these misdemeanors is the useful one to adopt, even if a different plan would seem more consonant with abstract justice. For this reason we question the wisdom of making both shipper and carrier criminally liable for the same transaction, and believe that the amendment of 1889, which extended to shippers the penal liability theretofore imposed upon carriers only, has proved a constant and serious obstacle to the prosecution of these offenses.

In our opinion, the best distribution of criminal liability, having regard to the means most likely to secure the punishment of offenders, is to make the shipper alone liable for such offenses as false billing, false weighing, false description of the contents of packages, and other

wrongful manipulations of property, for these matters are peculiarly within the control of the shipper; while the carrier alone should be liable for such offenses as rate cutting, rebates and other wrongful manipulations of the published schedules, for these matters are peculiarly within the control of the carrier. In the latter class of offenses liability should attach to the carrying corporation and also to its officers and agents, for the mere imposition of a fine upon the corporation would not, in our estimation, prove an adequate penalty.

It might, nevertheless, be well to provide specifically in this proposed amendment that whenever a shipper falsely bills or misrepresents the contents of a shipment with the knowledge of any officer, agent, or employee of the carrier, then such officer, agent, or employee shall also be liable to the penalties provided in the tenth section.

The civil side of the law presents a wholly different aspect. Under the requirements of the statute the Commission is continually engaged in a general investigation, as above described, and such continuous inquiry results in many special investigations instituted by the Commission upon its own motion, as well as upon formal complaints brought by shippers and others under various provisions of the statute.

These special investigations, made on complaint or the Commission's own motion, are conducted with due regard to form and process of law. The Commission, in proceedings of this character, files a statement of its findings and conclusions and thereupon issues an order which either dismisses the proceedings or requires the carrier to conform to the law in the particulars set forth. If such order against a carrier is disobeyed, the Commission may apply to the proper court for its enforcement and appear in the case as petitioner on behalf of the public. The Commission may also in certain cases, as held in the Wichita case, before cited, request the Department of Justice to institute civil proceedings in the name of the United States, and this without any special investigation by the Commission or the issuance by it of an order against a carrier.

These statements are made for the purpose of setting out as clearly as possible the difference between criminal and civil procedure under the act, and to describe generally the functions of the Commission in civil matters as distinguished from its duty or power in relation to criminal violations of the statute.

WORK OF THE COMMISSION.

HEARINGS AND INVESTIGATIONS.

In addition to the general sessions held at Washington during the year, hearings have also been held and investigations made by the Commission or one or more of its members at Providence, R. I.; Frankfort and Louisville, Ky.; Coldwater and Meridian, Miss.; Birmingham, Ala.; Memphis, Tenn.; Titusville, Pa.; Syracuse, Buffalo, and New

ontracts, and other documents, has been fully as great as in former ears and of the same general character.

EXPENDITURES.

The names and compensation of persons employed by the Commis- n, with the appropriations and expenditures for the past year, will found in Appendix A.

DECISIONS.

he principal points decided by the Commission since the date of its nization are set forth in Appendix B.

CIVIL CASES PENDING IN THE COURTS.

llowing is a statement of cases now pending in the courts to ree orders of the Commission:

terstate Commerce Commission *v.* Lehigh Valley Railroad Com- . Rates on coal. Pending in United States circuit court, eastern ict of Pennsylvania.

terstate Commerce Commission *v.* Louisville and Nashville Rail- Company. Rates on coal. Pending in United States circuit , middle district of Tennessee.

xas and Pacific Railway Company *v.* Interstate Commerce Com- on. Inland rates on domestic and import traffic. Pending in ed States Supreme Court.

troit, Grand Haven and Milwaukee Railway Company *v.* Interstate nerce Commission. Free cartage. Pending in United States cir- of appeals, sixth judicial circuit.

cases. Three cases pending in United States circuit court, northern district of Georgia, and two cases pending in United States circuit court, southern district of Georgia.

Interstate Commerce Commission *v.* East Tennessee, Virginia and Georgia Railway Company. Chattanooga, Tenn., long and short haul case. Pending in United States circuit court, eastern district of Tennessee.

Savannah, Florida and Western Railway Company et al *v.* The Florida Fruit Exchange. Rates on oranges from Florida points. Pending in United States Supreme Court.

Interstate Commerce Commission *v.* Northern Pacific Railroad Company et al. Fargo, N. Dak., long and short haul case. Pending in United States circuit court, district of North Dakota.

United States, ex rel. W. R. Morrison and others, *v.* New York and Texas Steamship Company. Refusal to file tariffs. Pending in United States circuit court, southern district of New York.

Interstate Commerce Commission *v.* Alabama Midland Railway Company et al. Troy, Ala., rate discrimination case. Pending in United States circuit court, middle district of Alabama.

Interstate Commerce Commission *v.* Delaware, Lackawanna and Western Railroad Company et al. Window shade classification case. Pending in United States circuit court, northern district of New York.

The Shinkle, Wilson & Kreis Company et al *v.* Louisville and Nashville Railroad Company et al. Unreasonable rates from Cincinnati to Southern points. Pending in United States circuit court, southern district of Ohio.

Interstate Commerce Commission *v.* Cincinnati, New Orleans and Texas Pacific Railway Company et al. Unreasonable rates from Chicago, Cincinnati, and other points to Southern territory. Pending in United States circuit court, southern district of Ohio.

H. W. Behlmer *v.* South Carolina Railway Company et al. Summerville, S. C., long and short haul case. Pending in United States circuit court, district of South Carolina.

LONG AND SHORT HAUL CLAUSE.

The case of a hay dealer at Summerville, S. C., which was decided in September last, presents with singular clearness the principal difficulties which have been encountered in the operation and administration of this clause.

The defendants carried hay in car loads from Memphis, Tenn., through Summerville to Charleston, S. C., for 19 cents a hundred, while they charged the complainant 28 cents a hundred on car-load shipments from Memphis to Summerville, the 9 cents difference being equal to the local rate in force for carrying hay from Charleston back to Summerville. It was evident that this difference of $1.80 per ton was sufficient to preclude the complainant, engaged in business at Summerville, from buying

hay and selling and reshipping it to other points in that section in competition with Charleston dealers. The Charleston competitor could usually afford to sell to the same customer for what the hay cost the complainant. The Summerville dealer was thus practically confined to Summerville for a market, and even there had to compete on even terms with dealers doing business at Charleston, 19 miles away. The defendants sought to justify their departure from the general rule of the fourth section by showing the existence of railroad competition between Memphis and Charleston, and of competition by rail or water, or part rail and part water, from such markets as New York, Boston, Philadelphia, Baltimore, and Chicago.

The case was decided in accordance with rulings previously made by the Commission in the cases of James & Mayer Buggy Company, Chattanooga Board of Trade, Georgia Railroad Commission, and Gerke Brewing Company, and supported by the decision of the court of appeals for the fifth judicial circuit in the proceeding brought by the Commission to enforce its order in the James & Mayer Buggy Company's case, commonly known as the Social Circle Long and Short Haul Case.

The Commission held that the competition of markets or the competition of carrying lines subject to regulation under the act does not justify carriers in making greater short haul or lower long haul charges over the same line in the same direction (the shorter being included within the longer distance) in the absence of an order of relief issued by this Commission upon application therefor and after investigation. The carriers were therefore ordered not to charge more for the transportation from Memphis to Summerville than from Memphis to Charleston. This order has not been obeyed. It was our view that the defendants ought not to engage in competition for traffic from Memphis to Charleston if the rates obtainable are not remunerative, and if they are remunerative the defendants can not lawfully assume to say that such rates, though profitable on Charleston traffic, are greatly unprofitable for a similar service to a shorter distance point on the same line in the same direction.

If $3.80 per ton is profitable to the carriers for bringing hay in car loads from Memphis to Charleston, then $5.60 per ton, nearly 50 per cent more, on a car load of hay hauled from Memphis to Summerville, which is nearer than Charleston is to Memphis, represents an extra profit of $1.80 per ton which the defendants did not, and they plainly could not, show to be equaled by extra cost for transporting a car of hay to and delivering the same at Summerville. The carriers may be able to show reasons before this Commission for an order of relief under the fourth section, which will entitle them to accept less n this traffic to Charleston than to Summerville, and such showing ay be based on hardships arising from the competition of carriers n the same or different points of shipment which ought to be

removed by such an order in justice to the carriers and in the interests of commerce; but until they do this, they are properly directed to refrain from charging rates which, in contravention of the general rule of the fourth section, fetter the business of a person or place and thereby expand the trade of another person or place. Correction of methods of rate making which tend to encourage business monopoly is a leading object of the act; and the Commission, by its construction and application of the law, and especially the fourth section, endeavors to accomplish that object. We believe, moreover, that the true interests of the carriers would be materially advanced if they should heartily endeavor to promote this purpose of the statute.

The policy, generally adopted by Southern carriers, of fixing rates to so-called competitive stations, and making rates to intermediate or local points by adding local or arbitrary rates to rates in force to such competitive points, an illustration of which is furnished in this Summerville case, generally results in preventing the development of business enterprises at the intermediate or local points, and greatly retards their growth. The carriers assert that they are forced into this policy by the competition of other carriers, and rely for their justification upon this alleged necessity.

We hold that the competition of carriers can not justify relative rates which prevent or destroy the natural competition of communities or unduly discriminate between persons; that this policy of the Southern carriers inflicts these injuries in marked degree, and is therefore unwise and unlawful. In so far as the competition of carriers promotes the welfare of persons and places without undue injury to other persons and places, it should be encouraged; but when such competition plainly operates to destroy or prevent the growth of one town and build up another, it should be justly regulated. Due observance of the fourth section will largely accomplish both purposes; it will encourage legitimate and restrain illegitimate competition in the carrying trade.

As stated in the first part of this report, the proper construction of the fourth section is involved in a case now pending and soon to be argued in the Supreme Court of the United States.

THE SOUTHERN FREIGHT WAR.

At no time since the act to regulate commerce went into effect has there been greater disorganization of rates in any section of the country than that which prevailed in Southern territory during June and July of the present year.

The trouble is stated to have been precipitated by the cutting of rates by a steamship line running from Eastern cities to Southern ports and engaged largely in through transportation subject to the statute. The active causes of the war are understood, however, to have been unlawful secret reductions by several lines during a considerable period. The

Southern railroad carriers, acting through the head of their association, instead of calling for and aiding the enforcement of the law against those responsible for such violations of its provisions, disregarded their own obligations under the statute and ruthlessly reduced all freight rates from Eastern points to so-called basing or competitive stations in Southern territory. It appears that these reductions were suggested by and had the approval of the Southern Railway and Steamship Association, an organization which has for one of its professed objects the maintenance of just rates.

These reductions were so hastily ordered and put in force that in many cases the three days' previous filing and public notice of the reduced rates was not given; in some instances there was only partial compliance with this requirement, and in others it was wholly omitted. At an investigation subsequently held by the Commission these omissions of duty were chiefly laid to the neglect or inadvertence of subordinate officials. This disregard of legal duty, grave as it might appear, was nevertheless comparatively unimportant beside the greater offenses against the statute which were effected by the reductions themselves. The rates to competitive points were cut considerably more than one-half, some nearly or quite two-thirds. For illustration, class rates from New York to Atlanta before and after June 2, 1894, were as follows:

RATES FROM NEW YORK TO ATLANTA.

	Classes.					
	1	2	3	4	5	6
Before June 2, 1894.....	114	98	86	73	60	49
After June 2, 1894.....	40	34	30	26	21	17

On or about June 10 these reductions, which were via Eastern lines, were followed by similar changes via Ohio River points. But although these reductions of the 2d and 10th of June were put in force to competitive or basing stations, a number of days elapsed before rates to the great majority of points were lowered at all; and when as a result of the immense cut at basing points the rates to some noncompetitive stations were changed, the reductions did not always equal those made at the basing points, nor was there any observable general attempt to preserve or reestablish the old relation of rates between basing and local stations. The entire rate situation in the South, antagonistic to the statute as it had been before, was thrown into such confusion by reductions made on and after the 2d of June, that it was rarely possible to determine with certainty what rates were actually in force to many points.

The impropriety of the method generally adopted in Southern territory of determining rates to noncompetitive stations by adding a local or arbitrary rate to a through basing-point rate, so as to make the lowest

combination, was forcibly illustrated during this reduction peri
Not unfrequently the short distance local or arbitrary, exceeded t
long-distance through rate to the nearest basing point; but this co
bination was not, on account of failure to rearrange all tariffs, alwa
charged, as in many cases old tariffs to local points remained in effe
so that, while the reduced or new rate to Birmingham, for instan
would be applied on business to that point, rates to a local stati
taking combination rates, as above described, might be the old a
higher Birmingham rate plus the usual local or arbitrary. Sometim
agents would disregard the old combination tariffs applying to lo
stations and make a new combination based on the new rate witho
any tariff authority whatever; while at other stations the old combi
tion rates would be followed. At some places agents were apparen
instructed to make the new combination for themselves; and sometim
shippers who kept informed would demand it. Again, on some roa
changes in noncompetitive rates to suit or partially suit the new co
dition were made more promptly than on others in the immedia
vicinity.

On the face of many tariffs, and very frequently in actual practic
it was much cheaper for a merchant at a town not favored with t
designation of basing point to have his goods shipped to the neare
basing point and order them reshipped locally from such point to h
place of business than to have them routed direct. About the midd
of June the first-class rate from Atlanta, Ga., to Columbus, Miss., w
91 cents, while the rate to Birmingham, Ala., east of Columbus, was
cents and that to Meridian, Miss., south of Columbus, 28 cents; a
the rate from both of these places to Columbus was 60 cents. Prior
June 1 first-class rates from Atlanta to Birmingham were 64 cents,
Columbus 70 cents, to Meridian 80 cents. On that date the Columb
rate was increased 21 cents, and later in the month the Birmingham a
Meridian rates were reduced, as shown by filed tariffs, 42 and 52 cer
respectively. If these rates were actually charged during June a
July, the discriminations were manifestly arbitrary and unjust; and
the tariff rates were not adhered to, equally grave violations of the l
took place.

We think it within bounds to say that during this period rates
Southeastern territory were fixed according to no coherent plan, a
that grossly discriminating and relatively unreasonable charges w
collected at noncompetitive points on almost every road.

One of the grave results of these sweeping reductions was t
opportunity afforded to dealers in favored localities to load up th
warehouses with stocks of goods at excessively low transportati
charges. Competing dealers at less favored points were denied t
extraordinary advantage, and their business suffered according
Indeed, it was frankly stated at the investigation held by the Co
mission that a controlling reason for the continuance of the inor

nately low rates from the beginning of June until the 1st of August was the fact that a carrier operating an important system had entered into contracts with a large number of its customers by which, as a consideration for routing goods wholly by its line, it agreed to keep these low rates in effect until the last-mentioned date.

A merchant so situated as to take advantage of the reduced rates, by getting in a large stock while these rates continued, was able to compel a competitor located at a less favored point to refrain from his usual competition, or else reduce the selling price of his goods to the extent of seriously impairing if not actually destroying his profits. Such monopolizing advantage amounted to the difference between the old and the new rates. This was particularly damaging to dealers in places just outside of Southern classification territory, the reductions being generally confined to roads in that section.

Considering the amount of Southern traffic, it is not improbable that the reduced rates brought little or no profit to the carriers, and that their continuance in force would have been ruinous to very many of the carrying corporations. This destructive warfare between the carriers, which produced so much injury to a large number of shippers and communities, was an ill-considered and costly effort to punish one or two competing carriers; it changed nothing, taught no lessons which had not been learned before, brought about no guarantee of future observance of rates by the parties whom the sweeping cut was designed to injure—merely resulted in restoring the old-rate situation and old opportunities for the secret or open cutting of rates. The carriers had an extremely costly, and innocent shippers a very disastrous, experience, with no permanent or practical advantage to either. On the contrary, this substantial cutting in half of competitive point charges, and the keeping of the reduced rates in force for two months, has led the public to believe more firmly than ever that these lines are now able, to say nothing of what might be done under thoroughly impartial and economical methods, to perform transportation services for very much less than the rates in force before and since the reduction period.

The carriers can not dispel this widespread belief by saying that the war was waged for the purpose of insuring the future maintenance of rates by competing carriers, for, first, it will not have that effect; second, the people demand lower rates if they can be afforded, and the acceptance of greatly reduced rates for a protracted period furnishes a convincing argument to shippers that lower charges are practicable. The public can not well understand why carriers, having the general freedom to fix their own charges, should be willing or able to carry on their business for weeks and months at such great loss as must have been entailed by these great reductions, if the old rates were only reasonable.

We find in the statute no effectual means by which to prevent a recurrence of rate-war conditions. There exists, it is true, the power to punish for violation of the penal provisions of the law, and we are

morally certain that such violations did take place; but sufficient evidence concerning such transactions to warrant recommendation for criminal proceedings has been, as usual, extremely difficult to secure. Though it was clearly for the interest of the Southern managers to fully expose, at the investigation held by the Commission, their knowledge of secret as well as open reductions, not a single representative of the carriers did more than state his general belief.

We know that when the cuts were made rate sheets were not filed with the Commission in the manner prescribed by law; and as to this failure some action might be taken; but even here the situation is beclouded with assertions that orders for such filing were duly issued and with excuses based upon the general tariff confusion which prevailed when the reductions were declared. The discriminations and prejudices resulting from the wholesale open reductions of rates to competitive points and general neglect of noncompetitive rates, as before described, might form the basis of criminal proceedings, but the greatest difficulty would be encountered in establishing the necessary fact that such discriminations and prejudices were willfully inflicted. The long and short haul clause properly applied would largely protect the prejudiced communities, but the carriers refuse to accept the Commission's construction of that provision or to obey its orders under that clause pending final determination in the courts.

One course of action which might have a deterring effect upon reckless demoralization of rates in the future would be suits for damages by injured parties. The Commission entertains such cases when the complaints also seek to regulate present rates or prevent unlawful charges in the future. But the present authority of the Commission does not extend to prohibiting carriers from reducing rates. They may, for anything contained in the statute, carry traffic to some localities for as low a sum as they please, and other places or dealers therein must seek relief in more or less tortuous legal proceedings.

The situation calls for a statutory remedy. The interests of railway stockholders, of places and dealers, of the entire public, demand protection from Congress against the damaging exercise of rate-making powers by railway managers in their mad fights for temporary carrying advantages and ruinous endeavors to punish rival carrying interests. The evils of unlimited power in the carriers to reduce their rates were fully set forth in the last report of the Commission under the head of "Limitation of Rate Reduction to Competitive Points," and the recommendation then made for such amendment of the law as will empower the Commission to limit these reductions is earnestly renewed.

UNREASONABLE FREIGHT RATES FROM CHICAGO AND CINCINNATI TO SOUTHERN POINTS.

On the 29th of May last the Commission filed its report and decision in certain cases brought by the Chicago and Cincinnati freight bureaus, two mercantile associations, against carrying lines to Knoxville, Chat-

tanooga, Rome, Atlanta, Memphis, Birmingham, Anniston, Selma, and other points in the Southern States.

The complainants contended that rates from Chicago and Cincinnati to Southern points, on commodities embraced in classes 1 to 6, inclusive, of the Southern Railway and Steamship Association classification, were unreasonable in themselves, and also that, under the adjustment of rates from the East and West to the South, the Eastern cities were unduly favored by the carriers as to rates on these numbered classes.

The cases presented questions of the greatest importance and involved traffic from Chicago, Cincinnati, and other Western points to the South, amounting in value to millions of dollars annually. After due hearing and examination of voluminous evidence the Commission decided that the rates complained of were unreasonable and directed their reduction.

The defendant carriers relied greatly upon the competition of water lines between Eastern and Southern seaboard points, but it was shown that the influence of such competition was not sufficient to account for the difference in rates per ton per mile from the Eastern and Western points of shipment to Southern destinations, and that these rates per ton per mile on Chicago and Cincinnati shipments were unnecessarily high for the transportation service south of the Ohio River, or, in other words, in Southern Railway and Steamship Association territory. In addition to this it clearly appeared that the relatively higher rates from Chicago and Cincinnati and other Western points to the South, on the numbered classes of freight, than those in effect from the East, were the result of an agreement between Eastern and Western carriers, which had been brought about through the medium of the above-named association, and that it was one of the avowed objects of such association to secure, by adjustments of rates, the transportation by Eastern lines, from the territory set apart as theirs, of merchandise or manufactured goods covered by the numbered classes in the Southern classification, and to assure to the Western lines the transportation of traffic covered by the lettered or lower classes in that classification from the territory apportioned to them.

The Commission held that this division of traffic through the maintenance of unreasonable rates from Chicago, Cincinnati, and other points was unlawful. The agreement of the Southern Association was also held to be in some respects similar to an agreement for the pooling of freights or division of earnings, which is forbidden in the fifth section of the law. It was plainly established that these adjustments of freight rates to the South were arbitrary, and not justified by considerations which properly enter into the determination of reasonable or relatively reasonable transportation charges. Therefore, and in accordance with the conclusions set forth in its report on these cases, the Commission ordered the defendant carriers engaged in transportation from Chicago or Cincinnati to the Southern points mentioned not to

charge more for such transportation of freight in the numbered classes than certain rates per hundred pounds which were set forth in the order.

After the Commission's opinion was filed, but before its order was issued in these cases, rates to Southern territory from Chicago and Cincinnati were so greatly lowered, by the extensive rate reductions made through the Southern Railway and Steamship Association in June, as to be far below the maximum rates prescribed by the Commission.

These great reductions of Southern rates, which lasted until the end of July, are discussed at length in the preceding article. During this reduction period the defendant carriers not only complied with the Commission's order in these cases, but went far beyond its requirements. The reduced or war rates in force from Chicago and Cincinnati to the South were in most instances more than 40 per cent below the maximum rates prescribed by the Commission, and more than 50 per cent less than those complained of and kept in force by the carriers up to the early part of June.

When it appeared in July, from a notice filed with the Commission by the Louisville and Nashville Railroad Company, that it intended, notwithstanding the order of the Commission, to restore the old rates, several Cincinnati firms applied to the United States circuit court for the southern district of Ohio for a decree directing the Louisville and Nashville Railroad Company and the receiver of the Cincinnati, New Orleans and Texas Pacific Railway Company to obey the order of the Commission. An order was granted setting the case for hearing on October 1, and enjoining the Louisville and Nashville Railroad Company in the meantime from disobeying the order of the Commission, but with leave to move before Circuit Judge Lurton or District Judge Barr, within a specified time, for a dissolution of the injunction.

The receiver of the Cincinnati, New Orleans and Texas Pacific Railway Company, having being appointed by the circuit court, was not enjoined. The Louisville and Nashville applied to have the injunction dissolved, and a hearing was had before Judge Lurton, who granted the motion. The principal reasons for dissolving this injunction appear to have been that the decision of the Commission did not amount to a judicial determination, that the right of the petitioners was yet to be established, and that therefore this was not a proper case for a preliminary injunction. The opinion granting the motion for dissolution states that: "If it be assumed that upon an application for a prelimimary injunction the report of the Commission is to be regarded as making out a prima facie case of illegal rates, that effect, on such an issue, is lost when an issue is made by a sworn answer upon the principal conclusions of the report." It is also stated in that decision that no court has yet granted a prelimmary injunction in cases brought to enforce the Commission's orders. We have inserted in the prayer of the petition in every such case a request for the preliminary injunc-

tion, but the point has not, on account of the adverse position taken by a court in one of the early cases, since been pressed until this petition was brought. There seemed in this case to be a difference of situation, which warranted the granting of an injunction in the first instance, and justified the expectation that it would be continued pending the trial.

The exceptional character of this case arose from the fact that the defendant roads had practically conceded the justice of the petition by having voluntarily reduced rates in effect for about two months after the Commission's order was made, which were in most instances more than 40 per cent below the rates which the Commission had ordered them not to exceed. This was deemed sufficient ground upon which to apply for the preliminary order, and it was thought that an injunction which merely restrained the carriers from increasing their rates above the much higher charges allowed by the Commission would not foreclose them of any just rights during the pendency of the case in the circuit court.

After the dissolution of the preliminary injunction, the defendants proceeded to take testimony at New York, Manhattan Beach, Chicago, Nashville, Atlanta, and other places, and the petitioners were also given the right to take rebutting testimony.

The Chicago complainants not having taken formal part in the proceedings, and only two of the defendants having been made parties thereto, it was deemed advisable that the Commission should prepare and file a petition against all of the defendants engaged in carrying south from the two places. Upon presenting this petition before Judge Sage, sitting in the same court at Cincinnati, an order was issued, upon motion of the United States attorney, requiring the defendants to answer on or before October 22 and to appear before the court on November 19 and show cause from the record made before the Commission why its order should not be enforced; and the Commission was also required to produce such record before the court. In the event of failure on the part of defendants to make such showing from the record before the Commission, they were allowed, if they should so desire, to produce additional material evidence to justify their disobedience of the Commission's order. It was further set forth in this preliminary order of the court that, in accordance with the provisions of section 16 of the act, the proceedings should be conducted without the formal pleadings and proceedings applicable to ordinary suits in equity, and in such summary manner as to expedite the hearing and determination of the cause.

Whatever the outcome of this proceeding may be, it is clear to us that the practice, which this order of Judge Sage was intended to modify, of permitting defendant carriers to take unlimited testimony, including so-called expert testimony of interested railroad officials, to more entirely the evidence which was submitted to the Commission,

and disregard the primary question as to whether there was such material error in the Commission's findings of fact from such evidence, or in its conclusions based upon such findings, as would make its order thereon unlawful, was full of embarrassments and delays, and plainly at variance with the requirements of the sixteenth section.

The formal prayer used in this petition of the Commission for the enforcement of its order, together with the motion filed by the district attorney and the preliminary order issued by Judge Sage, are published in Appendix C for convenient future reference.

The following statement of rates in force when the Cincinnati and Chicago complaints were filed with the Commission, of reduced rates kept in effect by the carriers from early in June to August 1, 1894, of maximum rates prescribed by the Commission, and of rates in force since August 1, using rates to Atlanta for illustration, will show the slight regard which the carriers paid to "obtaining necessary revenue" when they determined to cut the rates, the great margin between such reduced rates and the maximum rates prescribed by the Commission, and the comparatively moderate reductions from present rates which compliance with our order would require:

CINCINNATI TO ATLANTA.

	Classes.					
	1.	2.	3.	4.	5.	6.
Rates complained of	107	92	81	68	56	46
Carriers' cut rates	38	32	28	24	20	16
Commission's maximum rates	86	73	60	45	35	27
Carriers' present rates	107	92	81	68	56	46

Since the suit to enforce our order in these cases was instituted all-rail rates from New York and other Eastern cities to Southern points have been advanced 4 cents per hundred pounds, on classes 1, 2, 3, 4, and H, and 3 cents per hundred pounds on the other classes, of the Southern Railway and Steamship Association. This advance makes some change in the relation of all-rail rates from the East to the South, as compared with those from Chicago, Cincinnati, and other Western points to Southern territory. The former rates had been in effect for a number of years, and this action of the carriers may have been taken with a view to its effect upon the proceeding to enforce our order in these Chicago and Cincinnati cases, although our decision was based mainly upon facts showing that the rates complained of are unreasonable in themselves.

UNREASONABLE RATES ON WHEAT.

Two cases which involved the reasonableness of transportation charges on wheat from shipping points in the State of Washington to Portland, Oreg., were decided during the year.

Correspondingly lower rates for the carriage of food products from Kansas and Nebraska points to Chicago were used by the complainant in one of the cases to establish his claim of unreasonable charges from Pullman, Wash., to Portland, but this was held not to be a safe criterion by which to measure the reasonableness of charges in sections of the country where the expenses of transportation and other conditions of operation are widely different. Comparison was also made by this complainant with the existing rate of charges in force over a rival line from Pendleton, Oreg., to Seattle, Wash., and this was held to be proper; transportation rates in force on lines of rival companies or on different branches or lines of the same company have a bearing upon and are entitled to consideration in connection with the question of reasonable charges for transportation services rendered under like conditions.

Substantial reductions in the rate complained of having been made since this case was heard, and which justified the expectation of further reasonable modifications, an order directing additional reductions was not deemed justifiable; but the complainant was held entitled to a refund of charges paid on a carload of wheat between Pullman and Portland, equal to the difference between the rate complained of and the rate in effect when the case was decided.

The other case involved rates on wheat from Ritzville, Wash., to Portland, Oreg., over two lines, one much longer and much more expensive than the other, the longer and more expensive being operated by one carrier, while the more direct and less expensive route was over continuous lines operated by more than one carrier.

The nature of the questions in this case are shown by the Commission's rulings that it is the right of shippers to have their goods carried, and the duty of carriers to forward freights, by the least expensive routes at reasonable through rates; that the rate in question must be reasonable for the transportation by the shorter and less expensive route; that making a uniform rate on the same product from all points in a large producing district is only justifiable under special and exceptional circumstances, and is not to be encouraged where the difference in the transportation expense from the various parts of such district is considerable and substantial; that the same rate over a district so extensive as the one shown in this case denies to the producer nearer the market the advantages of his location, for which he receives no compensation in the fact that such rate was established to enable a railroad company to sell its lands more distant from markets at better prices; that to make railroad investments as secure as other property, reasonable rates should be liberal until earnings are sufficiently large for a fair return on actual expenditure, but where the market price of a commodity yields but scant return for labor and expense of production, the cost of transportation needs to be as moderate as may be consistent with justice to the carrier; that where a carrier leased and made the road of another company a part of its system, the agreed rental can

not be accepted as the amount which the leased property must earn, and the lessee may retain, before any reduction can be made in rates over the leased line; that where two carriers stipulated for a division of traffic and agreed that when one carried traffic belonging to the other but one-half of the charges should be retained for the transportation service, some reduction in the rate was warranted in the light of this arrangement in connection with the other facts in the case.

UNJUST CLASSIFICATION.

In a case involving the justice of classifying window shades in class 1 of the official classification and charging first-class rates for the transportation of that commodity, it appeared that the complainants had been wrongfully billing this freight as "Window hollands," and had thereby secured third instead of first class rating; that although this practice was known to the carriers, they failed to correct such billing by the shippers on reception of the freight at the point of shipment, or to invoke the protection of the law by reporting such wrongful billing for prosecution; that, through the agency of the carriers' inspection bureau in the West, a good deal of this improper billing by complainants had been corrected and the proper rates charged at destination; that the complainants had meanwhile been endeavoring, without success, to obtain a reduction of the window-shade classification by application to the classification committee, and finally determined to seek relief before the Commission. When the case was heard, the defendants set up these apparent violations of the law by complainants as a bar to a decision on the merits. The following statement and ruling on this question is taken from the Commission's report in this case:

It is not within our province to adjudicate whether any person has or has not so demeaned himself as to violate the penal provisions of the act to regulate commerce; that is matter for determination by a court of competent jurisdiction in a proceeding where the accused may avail himself of his constitutional right of trial by jury, and nothing said herein should be construed as assuming to decide any such question; but this Commission has authority to determine what effect the admitted or proven acts of parties shall have upon the standing of such parties in cases before it. We took this view in the case of Ottinger, a ticket broker (Ottinger *v.* Southern Pac. R. R. Co., 1 Inters. Com. Rep., 607, 1 I. C. C. Rep., 144); and in the case of Slater, a disappointed applicant for an annual pass (Slater *v.* Northern Pac. R. R. Co., 2 Inters. Com. Rep., 243, 2 I. C. C. Rep., 359). The Commission refused to entertain the complaint of the ticket broker, and declined to assist complainant Slater in retaliating upon the carrier for revoking his annual pass; but the Commission did, nevertheless, for the guidance of the carrier and in the interest of the general traveling public, consider and rule upon the question presented by the facts in that case. We think this indicates the rule which should be followed in this case: Where it appears that a complainant has invoked the aid of the law for the purpose of securing what he, with the acquiescence of the carrier, had previously obtained in apparent contravention of the law, such acquiescing carrier will not be held entitled to plead violations of the law by complainant in bar of a decision on the merits, nor will the individual interests of the complainant be taken into consideration; but the Commission will examine the evidence and make such report thereon

placed in class 3, and defendants were ordered to reduce their rating of window shades accordingly.

The defendants did not fully comply with the order, but restricted the new rating to west-bound traffic, and upon the refusal of the official classification committee to reduce window shades to class 3 in that classification, the defendant carriers rescinded the action taken by them in the direction of obedience to the order. Whereupon the Commission filed a petition for enforcement of its ruling in the United States circuit court for the northern district of New York, and the case has been argued and submitted for decision.

FORM, CONTENTS, AND PUBLICATION OF RATE SCHEDULES, AND THE AUTHORITY FOR MAKING AND FILING JOINT TARIFFS.

The various difficulties connected with the form and contents of tariff schedules, the importance of uniformity in their arrangement and simplicity in their statements, and the duty of bringing them into conformity with the requirements of the statute, have been matters of concern to the Commission from the time of its organization. The amending act of March 2, 1889, empowered the Commission to "determine and prescribe the form in which the schedules required by this section (6) to be kept open to public inspection shall be prepared and arranged," and to "change the form from time to time as shall be found expedient." It was thought preferable to bring about reforms in the arrangement and contents of tariffs through the voluntary action of railroad managers rather than by issuing explicit and compulsory orders; and in furtherance of this policy, and to obviate the necessity of voluminous correspondence concerning matters of detail, the Commission published

should be simple in arrangement, ample in their disclosures, and free from ambiguity. Otherwise, the opportunity is afforded for evading the law by discriminating practices and unjust exactions. This is peculiarly true of joint tariffs issued by two or more carriers whose connected roads are operated as a single and continuous line. The increased and often enormous mileage which is thus covered by joint action as to rates, the great volume of traffic which thereby receives speedy and uninterrupted movement, and the temptations to favoritism arising from competition between rival systems render it specially necessary that the public schedules under which business of this character is conducted should answer all the requirements of the statute.

That many of the joint tariffs now employed are not in accord with these provisions is practically admitted by railway managers. They are often faulty in form, imperfect or ambiguous in disclosures, and generally lacking in proper evidence of their authenticity. When such a tariff is filed by one of the associated lines only, as is usually the case, if the other participating carriers are not designated and no proof of their concurrence is furnished, it is quite possible for the latter to avoid liability, when charged with criminal misconduct in respect of a joint rate so issued, by denying knowledge of its existence or consent to its publication, although the fact that they carried traffic apparently under that tariff may be clearly established. When such avenues of escape and evasion are afforded by the rate sheets in common use, there must be something at serious fault in their contents and construction. Defects in tariff schedules provide opportunity for inhibited practices which might not otherwise be available, and tend to defeat in greater or less degree the beneficial purposes of publicity. More than this, they indicate a measure of disrespect for the law and a disposition to avoid its wholesome restraints. They render its enforcement in many cases impracticable, weaken the authority of its various restrictions, and not unfrequently prove an aid to prohibited and inequitable dealings between shipper and carrier.

The Commission determined in January last to more directly and formally exert the authority conferred by the amendment of 1889, and to this end the following circular letter was issued on the 20th of that month:

> The Commission having determined to prescribe the form of schedules of rates and charges required by the act to regulate commerce to be kept open to public inspection, in accordance with authority conferred by the sixth section thereof, and desiring that, while fully meeting the requirements of the law, the form adopted shall not be unnecessarily burdensome to the railways by reason of the expense or otherwise, it is thought proper to invite the carriers subject to the act to send representatives to a conference to be held at the office of the Commission in Washington on Monday, February 12, 1894, when opportunity will be afforded to offer suggestions regarding the preparation of such a form—especially suggested as to a form of joint tariffs—as will comply with the requirements of the statute. In the meantime the Commission will be glad to receive suggestions by letter from those interested.

The conference was held on February 12 and 13, 1894; a second conference on March 14, and on September 8 the Commission filed and subsequently issued a report containing its conclusions and order in this matter. Carriers were required by the order to comply generally with the rules laid down in the pamphlet of December, 1891, above mentioned; and to show distinctly upon all future joint tariffs, and upon future amendments and supplements to existing joint tariffs, the names of the several parties thereto; and whenever named as parties to joint tariffs, or any such amendment or supplement, filed and published by another carrier, to forthwith, upon the publication thereof, file with the Commission a statement or certificate showing their acceptance of and concurrence therein, and making themselves parties thereto. A form to be used in making such statement was added to the order. The opinion and orders of the Commission in this matter are set forth in full in Appendix D to this report.

Closely connected with this matter of form and contents of rate sheets is the statutory requirement that every carrier subject to the law "shall keep its schedules of rates, fares, and charges open to public inspection;" that they shall "be plainly printed in large type," and that "copies for the use of the public shall be posted in two public and conspicuous places in every depot, station, or office of such carrier where passengers or freight, respectively, are received for transportation, in such form that they shall be accessible to the public and can be conveniently inspected."

We have reason to believe that this mandatory provision of the statute has been neglected to a greater extent than has been generally supposed. We have been informed that a practice of posting a notice that tariffs can be inspected on application to the agent, keeping the rate sheets in a drawer in the office of the agent, and handing them out upon the request of shippers, has been adopted by more than one carrier subject to the law.

This practice is in clear violation of the plain requirement in the statute for the posting in two public and conspicuous places of the rate sheets themselves. Agents may not be aware that they are liable to fine and imprisonment for failure to fully discharge this duty to post duplicate copies of each tariff; and the managers of roads who have charge of this branch of railroad business may not fully understand that failure on their part to have this duty performed will render them subject to like punishment. Neither is it generally appreciated that a circuit court has express statutory power, upon failure of a carrier to comply with the provisions of section 6 of the act, to restrain, by injunction, any such common carrier from receiving or transporting interstate traffic until it shall comply with such provisions. The carriers can not neglect or evade duties required to be performed by this section and expect such neglect or evasion to be looked upon as mere disregard of directory provisions of law which are not

material to any interest. Such omission or evasion constitutes a denial of public and individual rights, which the statute declares to be both neglect of a civil duty and a criminal offense.

The Commission can not, in the nature of things, keep itself informed in regard to the proper posting of passenger and freight rates at stations on the various roads. It must depend largely, if not wholly, upon statements in relation to such posting from shippers and others who may be interested. There should not, however, be any necessity for complaint of a carrier's failure to keep its rates properly posted. This provision of the law is plain and easily understood, and its enforcement will in cases be vigorously pressed.

The malicious propensity of some persons to mutilate or destroy all kinds of public notices is sometimes advanced to excuse failure to keep tariffs properly posted. Carriers should instruct their agents to use the utmost diligence in discovering these offenders and prosecute them under local laws applicable to the case. We are aware, however, that this remedy may not always be sufficient, and that it may sometimes be difficult to impress the local court with the fact that tariffs, besides being public notices, are also a species of property, costly to construct, necessary to the carrier's business, often difficult to duplicate, and valuable for reference to the public, as well as to the carriers, even after they have ceased to be in force.

An amendment to the Federal law making it a misdemeanor for any person to mutilate, destroy or remove any tariff or schedule of rates, fares, and charges, posted by any common carrier subject to the act to regulate commerce, as the rates, fares, or charges in force over its lines for the carriage of interstate traffic, whether applying to passengers or freight, and providing a suitable fine for such offenses, would go far toward insuring the safety of posted schedules.

THE CLASSIFICATION OF FREIGHT.

The transportation of freight involves dealing with thousands of commodities presenting infinite variation in kind, use, weight, bulk, value, ease of handling, and risk of carriage. Dividing the general commerce of the country into classes is clearly necessary to any certain and convenient process of making rates, and to even an approximately just and reasonable apportionment of necessary transportation revenue among the kinds of traffic carried; in short, classification must be considered an indispensable feature of railroad operation.

Classification is the foundation of rate-making. The growth of the system from the original custom of an independent classification for each road to the adoption of the three classifications now in general use in eastern, southern, and western territory, respectively, and together covering the whole country, has been described in our former reports to Congress. With the development of through transportation facil-

ities, these consolidations of classifications mark our progress toward that harmonious railroad operation which is so desirable for the public interest, and which may be fully attained through extension of railway facilities and simplified methods of rate-making and management.

A most important step which should now be taken in this direction is to provide for the whole country a single classification of commodities, a general plan or foundation upon which to base all freight charges. That this is entirely practicable is demonstrated by the great advance which has already been made toward uniformity, and by the fact that such progress could not have been attained without the subordination of business and carrying interests in various localities to the commercial and transportation conveniences of the country at large. The accomplishment of uniform classification involves only a continuance of the work upon the line of rendering individual interest and local advantage subservient to the general welfare. That this will not require any real sacrifice or injury is proven by the absence of any proposition to retrace a single step in the work which has been done toward securing uniformity; on the contrary, all interested parties concede the great desirability, and most commercial interests urge the necessity, of a single freight classification.

There has been no appreciable advance in this direction since the report of the carriers' committee on uniform classification in June, 1890. We can ascribe much of the failure on the part of carriers to attain any material progress during the past four years to the fact that the three classifications now in use have been separately developed by associated lines operating in sections of the country corresponding to those in which the classifications respectively apply. Thus, the Trunk Line Association with its allied Central Traffic Association, which have the official classification in charge, occupy the territory east of the Mississippi and north of the Ohio and Potomac rivers; the Southern Railway and Steamship Association, through which the classification of that name is controlled, is composed of roads operating east of the Mississippi and south of the Potomac and Ohio rivers; and the Western Freight Association, with kindred organizations, assumes direction of the western classification, which is applied generally throughout the territory west of the Mississippi. The carriers so associated having brought about a practically uniform, though still unsatisfactory, classification for each of these sections, we are now confronted with the task of revising and consolidating the three classifications into one.

The fact that the existing stage in this work has been reached through independent action and control in three great sections of the country, rather than by general and gradual progress brought about through common authority, makes the last step all the more difficult. The postponed necessity of reconciling or discarding conflicting transportation customs in the East, South, and West, so far as may be requisite to the work of unification, must now be met. Though this, as

before indicated, is merely continuing the old line of action in a w field, the present necessity for such leveling of sectional prefere and customs appears, in view of the virtual abandonment of effort the carriers during the past four years, to call for the interventio Federal authority. Each group of carriers has accomplished its s rate task, but the three groups seem unable to agree upon and enf a general plan of classification; the limit of voluntary action which carriers of the country, thus territorially grouped and associated, be expected to take, has apparently been reached.

This emphasizes the individual and joint appeals made to Cong by commercial bodies and railroad commissions, and the yearly rec mendations of this Commission for legislative action upon this subj and it also goes far to prove, what most railroad managers and the g body of the public generally believe, that uniform classification, tho necessary to business certainty and fair treatment of railway patro depends upon the passage of a statute requiring its accomplishme

Consideration of the situation leads us to believe that this depe ence upon the exercise of Federal authority may lead to greater pu benefits than would or could have been conferred if uniform classifi tion had been secured through the voluntary action of the carri Something more than unification of the present classification is ne sary to the satisfactory working of a generally applied plan. Cons dation alone would be highly valuable, because it would furnish a c mon basis of rate making, and infuse into the business of transporta a degree of certainty and consistency which can be secured in no ot way; but connected with this is the inseparable and important circ stance that corrections of such uniform classification will be consta sought by interested parties, and will frequently appear necess from the needs of traffic and changes in commercial and carrying c ditions. If we are to have, through Congressional action, the com sory use of a single classification by all railroads engaged in inters commerce, the regulating authority, charged with the direct or alte tive duty of making the classification, should also be required to am it from time to time as may appear necessary.

A statement of some of the difficulties which now attend effort secure necessary changes in the present classifications may not be of place. Disobedience of orders of the Commission, involving the rection of an existing classification, is often based upon the ref of carriers, not parties to the proceeding, but members of the c ification association, to sanction the required change. While th mere pretension of inability to obey the order, it is still, under practical coercion of the defendants by other lines, sufficient to de just regulation for the very considerable time necessary to ob enforcement of the order through judicial process. The common trol exercised over classification in the East, West, and South associated carriers in those sections has been found powerful enou

body of carriers controlling the classification may tend to obstruct proper regulations when applied to particular carriers complained against in proceedings before the Commission.

These and other similar embarrassments would obviously be much more serious under a classification made and controlled by all the carriers. On the other hand, the great majority of such difficulties can and should be removed through duly authorized administrative regulation of such classification. A reasonable and suitable uniform classification, promptly amended as general experience shall from time to time demand, will operate largely to prevent unjust and unlawful charges, and will in still greater degree remove the injustice which arises from improper rules of transportation. As before stated, the statute should authorize the Commission to amend the uniform classification in such particulars as may appear needful upon investigation. Such investigations would include hearings, and conferences with sectional and general classification committees, thus utilizing the combined knowledge and experience of those who have had the classification matters in charge. The Commission has heretofore been disinclined to undertake the task of making a classification, and would be glad to avoid it now, but it has been urged upon us as a duty, after this long delay, accompanied with the suggestion that it would be more satisfactory to make the test of a uniform classification which was produced by an independent tribunal, uninfluenced by local or sectional interests.

We firmly believe that a classification can be constructed, with primary reference to the requirements of the law, which will operate with much less friction and be a decided improvement upon those now

articles of commerce are justly classified together in class 4 of the Eastern classification, for instance, it is difficult to understand how it can also be just to place one of the articles in class 3 and the other in class 2 of the Southern.

The governing considerations in the construction of a classification are, first, the number of classes which the classification shall contain, and, second, how the different articles of commerce shall be distributed among these classes according to their character, weight, bulk, value, ease of transportation, and risk of carriage. The rules for determining similarity of freight articles in these particulars ought to be common to all sections, and not varied, as they now are, to accommodate carrying customs or transportation methods in different sections. One of the greatest benefits which will result from a uniform classification will be the evolution of admittedly just general rules for determining the relative classification of commodities.

The necessary provision in the general classification for a number of classes sufficient to meet the commercial and carrying needs of each section will also do much to simplify the present railroad situation. All three classifications now differ in this respect. Much confusion and injustice ensues from this fact that difference in the number of classes results in the higher or lower classification of the same article. This is forcibly illustrated where classification territories overlap each other. The official classification applies from Eastern points to Chicago and also to the Mississippi River. The Western classification is in force from Chicago, as well as from the Mississippi. A large manufacturer at Chicago, for instance, shipping west in competition with Eastern makers of the same article, pays the Western classification second-class rate to the Mississippi River and beyond, while the Eastern dealer is charged the lower fourth-class rating under the official classification on shipments to the Mississippi River. This results in a serious discrimination against the Chicago dealer which uniformity in classification would remove.

A prominent Western railway official in writing to a complaining firm said: "The solution of the whole question is a uniform classification all over the country." In another portion of the same letter it is also stated that "the movement is assuming such strength, not only among railroads, but among shippers, that unless a few roads continue to oppose it, the chances are very favorable for legislation on the subject by Congress through the Interstate Commerce Commission." We submit that the selfish opposition of a few or any number of carriers ought not to succeed in accomplishing the defeat of this almost universally demanded legislation.

A year has passed since our last report to Congress on this question, and, although it was then recommended that the carriers be given a year to agree upon a uniform classification, they have failed to take any steps or make any progress whatever in that direction. We there-

fore feel justified in now recommending, as was required by the resolution which passed the House of Representatives in September, 1888, that this Commission be directed to make and prescribe, prior to the 1st day of July, 1896, one uniform classification of freights for the use and guidance of the various railroads of the United States, and that, in addition thereto, the Commission be directed to amend such uniform classification from time to time thereafter as may, after investigation, appear to be necessary. Suitable penalties for failure on the part of any carrier subject to the law to conform to such classification should also be provided.

TRANSPORTATION AND CARRIERS SUBJECT TO THE STATUTE.

When commerce begins to move from one State to another it becomes interstate commerce; it retains that character until its destination is reached, and is not affected in that respect by treatment during the course of such movement in the matter of handling or hauling or delivering, or the amount charged for its carriage. So with transportation subject to the act to regulate commerce. That statute undertakes to regulate the transportation of interstate commerce wholly by railroad or partly by railroad and partly by water, and methods which carriers may employ for the carriage of such commerce should not be allowed to determine the applicability of its provisions. The act requires, in section 7, that the transportation shall be treated as continuous from the place of shipment to the place of destination, and that no interruption with intent to evade the provisions of the statute shall have that effect; and in the first section the transportation covered by the act is described, and the term "transportation" is stated to include "all the instrumentalities of shipment or carriage."

These sections, construed together, show that the movement, the transportation, of passengers or property, either by continuous carriage or as a continuous shipment, however accomplished, when it does not take place "wholly within the limits of a single State," is the movement, the transportation, which makes single or connecting carriers by rail, or part rail and part water, subject to the provisions of the act when they engage in such transportation. When a shipment begins, the destination, indicated to the initial carrier, stated in the contract and the billing or the ticketing or shipping instructions, stamps the commerce with its interstate or state character. The Commission has held, and the ruling is clearly sustained by decisions of the courts, that the fact of continuous transportation of through shipments over connecting roads is sufficient evidence of an arrangement for its performance. We believe it impracticable for independently operated lines to carry out in good faith a contract for continuous shipment, or perform through transportation of traffic, without marking the service with some feature or features that will distinguish it from a shipment which is purely local to each carrier.

It has been asserted that where a connecting carrier charges and receives its local rate on a shipment billed through by an initial road the carriage by the connecting carrier is nothing more than local transportation. To admit this claim is to say that the amount of the charge made or received by a carrier determines the character of the traffic it transports, and whether such carrier is subject as to such traffic to Federal or State laws. The charge is only one of several incidents to transportation, and is not controlling upon the question of whether the carrier is subject to the statute. The application of the act to regulate commerce can not be made to depend upon the whims or wishes or even the necessities of carriers; it is not their methods of conducting transportation, but the transportation itself, which determines their relations to the law. Broadly, then, every common carrier engaged in the transportation of traffic which is not wholly within a single State, or is not wholly by water, from the point of shipment to the point of destination is subject to the statute.

There may not be adequate machinery provided in the act by which carriers can be compelled in all cases to join their roads so as to form continuous lines and to forward traffic thereover as a continuous shipment; but when they do carry through shipments over their connected roads they take up such burdens as their action in that relation to the traffic may impose. These considerations settle the general question of jurisdiction in the light of reason and justice, and in the only way possible to give effect to the various provisions of the statute. The degree of responsibility borne by carriers for rates, facilities, or practices under provisions applicable to specific transactions may be, and is, varied by the facts in particular cases; but the broad question whether the act applies to a given railroad is one which is easily and necessarily determined by the single fact of participation or nonparticipation in the movement of interstate traffic.

Thus, whether a railroad company is required by the twentieth section of the law to make and file annual reports with this Commission is a question which depends solely upon the use of its railroad in the transportation of interstate commerce. The railroad so used may be one mile or a thousand miles in length; mere distance does not extend or limit the application of the law. The fact that it participates in the carriage of passengers or property as interstate commerce is the determining feature.

It has been questioned whether a carrier which owns, but does not operate, a road used for interstate traffic can be required under the twentieth section of the law to make a report of its financial affairs to the Commission. That section was designed to bring out complete information in regard to financial condition as well as the details of railroad operation. This statistical information might, as a whole become incomplete and inadequate if, by delegating the operation of its road to another company, the owning corporation should be per-

very railroad corporation, whether actually confining its operating
fairs to State traffic or not, or whatever its situation, have cheerfully
ade these annual reports without questioning the power of the law to
mpel them to do so, or indulging in serious protest, has been highly
atifying to the Commission and has contributed greatly to the success
d generally recognized value of the statistical branch of its work.

The custom of sending grain by boats to an interstate point, where
e traffic is turned with other grain into elevators and thence
hipped over a State railway to a point in the State wherein the
vator is situated, may result in the movement of commerce by inde-
ident shipments over two lines which separately are not subject to
law. This is one of several instances that might be cited of the
riage of large amounts of interstate commerce which should be made
suitable amendment clearly subject to the regulation of the statute.

he transportation of interstate commerce by quick transit over rail-
ls subject to the act by the method of express carriage and through
medium of independent express companies is, so far as directly
ulating the charges and practices of the express companies is con-
ed, exempt from the provisions of the statute. This constitutes a
e volume of interstate business, which is being added to yearly by
withdrawal of some railway carriers from affording favorable facili-
for the shipment of some kinds of "quick freight," and the provi-
by the express companies of accommodations for such traffic
h, though made less expensive to shippers than ordinary express
ges, are still much higher than the railroad company could well
ge for rendering suitable service as to freight of this description.
t responsibility for unreasonable or discriminating practices or

of property amenable to the penal provisions of the act (section 10), and subordinates their management to the control of the Commission in the issuance of any order which may be declared to be lawful by the courts (section 16).

When a railroad passes into the hands of a receiver his possession is the possession of the court for the benefit of the parties to the suit. (Wiswall *v.* Sampson, 14 Howard, 52; Taylor *v.* Carryl, 20 Howard, 583; Davis *v.* Gray, 16 Wall., 203; Krippendorf *v.* Hyde, 110 United States, 276; Barton *v.* Barbour, 104 United States, 126; Gumbel *v.* Pitkin, 124 United States, 131.)

And while it is said that he can not be disturbed in this possession without leave of the court appointing him, a consideration of the decided cases will show that this familiar rule of law applies to persons who have some moneyed or other interest in the estate and does not alter the status of the property as affected by public statutes.

The first section of the act to regulate commerce applies to certain common carriers, and the courts have said that a receiver is a common carrier. In a leading case, which was an action of assumpsit, charging the defendants, who were receivers appointed by a court of chancery, with negligently causing loss, and seeking to recover the value of goods shipped over the line which was in possession of the receivers as such, the defendants claimed that as receivers and officers of the court they were subject to account only in the court which appointed them, and could not be sued in assumpsit as common carriers without leave of such court.

The court held that in the relation which the receivers bore to the public as common carriers they were liable as such carriers precisely as if they were not receivers at all. This case has been followed by many others in the jurisdiction of Vermont, New Hampshire, Connecticut, Missouri, Illinois, and other States. Undoubtedly, after a judgment has been obtained in such a suit an execution can not issue out of a law court to sequester the property which was already *in custodia legis.*

The question has also been presented to the courts in another form, namely, the obligations of receivers of railroad property to pay taxes assessed by the States in which the property was located. The decisions upon this subject are not harmonious, some cases holding that the State officers may levy upon the property directly without application first being made to the court in whose custody the property is. In others it is held that an application must be first made to the court appointing the receivers.

The recent case In re Tyler (149 U. S., 164) may probably be considered as a controlling authority that immediate distraint can not be made for taxes on property in the hands of a receiver without first making application to the court. The Supreme Court said, in that case, that the course to be pursued was by an intervention of the tax officials in the main case in which the receiver was appointed by an

application *pro inter esse suo.* This case, however, recognizes the principle that property in the hands of a receiver is subject to the domination of public statutes, and the courts are careful to say that this principle of applying to the court "does not involve interruption in the payment of taxes or the displacement or impairment of the lien therefor, but on the contrary makes it the imperative duty of the court to recognize as paramount and enforce with promptness and vigor the just claims of the authority for the prescribed contributions to State and municipal revenue."

By the provisions of the act of March 3, 1887 (24 Stat. L., 552), all receivers appointed by United States courts can be sued in other courts without leave of the court appointing the receivers, and we have only to discuss, therefore, the relation to the law of those receivers of railroad property who may be appointed by State courts. The status of such a receiver is this: He is the representative of all persons who have any interest in the property which he is appointed by the court to manage, and the courts will not suffer any interference with his possessions; but he is under a paramount obligation to operate the property in subordination of all public statutes; his appointment does not affect the corporate function or the corporate liability to conduct the business subject to statutory law, and it has accordingly been held (46 Indiana, 277) that where a statute made railroad companies absolutely liable for the killing of stock where the roadbed was not securely fenced, the fact that the affairs of the company had passed into the hands of a receiver constituted no defense to an action upon such liability. Many cases of this kind are to be found in the books; but the exposition of the situation as contained in the decision of the supreme court of Illinois in the case of the Ohio and Mississippi Railway Company against Russell (115 Illinois, 52) is well stated. In that case the court said:

> The action is against the defendant for the nonperformance of duty imposed by statute against which it is apprehended no order of a court can relieve it. It is a public regulation to which the corporation is subjected by the sovereignty of the State and it is not within the rightful jurisdiction of the court, either State or Federal, to arrest its operation. * * * The fact of the appointment of the receivers is simply to give him the temporary management of the railroad under the direction of the court instead of the manager appointed by the directors of the corporation. * * * It is a principle well understood that all railroads or other corporations transacting business in its nature public are subject to all reasonable police regulations deemed necessary for the common welfare. The mere fact that its property may be temporarily in the hands of a receiver does not relieve a corporation from the operation of such a regulation any more than a private citizen is released from the duty to observe the law because his property may be sequestered by the order of a court for the benefit of his creditors. * * * It is sufficient that the statute has imposed the duty sought to be enforced against the corporation and it must be obeyed.

The object of the act to regulate commerce is to bring within the operation of salutary *and wholesome rules the* operation of railroads

engaged in commerce between the States. It purports to be controlling as to all common carriers thus engaged, and that term, as we have seen, includes the receivers of railroads and controls them to the same extent that it would control the corporation if it was managing its own affairs, subject, perhaps, to the limitation that if the proceedings before the Commission or before the courts in their revisory action upon the findings of the Commission should attempt to give the aggrieved party money damages, it would be necessary to resort to the court appointing the receiver in order to obtain satisfaction of the judgment. It is very clear from all the authorities, as well as from the reason of the matter, that the attitude of a receiver to the law is precisely that of the attitude of corporations whose affairs have not been taken possession of by the court. The business they perform is public. It is, as has been stated and shown so many times, the administration of a public function. The managers of railroads, whether they are owners or receivers, are putting in operation a function of the Government, and the mere fact of sequestration of the property and the appointment of receivers for the benefit of creditors does not exonerate a management from performing its public duty according to the rules and regulations which the statutes may prescribe for such business.

OVERCHARGES AND UNDERCHARGES.

While the mechanical part of railroad transporation has reached a high degree of development in this country, that branch of the service which pertains to shipping, billing, and the statement, collection, and correction of charges is, especially as to traffic over connecting roads, conducted with so much uncertainty, and is so lacking in system and regularity, as to justify charges of gross carelessness and frequent disregard of the property rights of the shipping public.

Complaints of overcharges arise from the misrouting of freight, from agents' want of knowledge of actual rates in force, from failure to correct the billing to proper rates at destination, from erroneous statement of weights, from misapprehension of rules governing minimum weights, from misapplication of classification, and other causes. Whatever the specific cause may be, the occurrence of overcharges is usually ascribed to inadvertence, insufficient information, or failure of some official to perform his duty; in short, to either the ignorance or error of railway agents. Such reasons are, in connection with declarations that all claims are promptly adjusted, given in excuse for the taking of overcharges; but the actual fact is that these overcharge claims are rarely adjusted and paid with promptness. The files of the Commission teem with complaints of delays by carriers in the settlement of overcharges which, in the nature of things, could not have been necessary.

A shipper of hay and grain in the West makes this statement:

> Shipment arrives at destination with an overcharge of from $5 to $50, and the company, while acknowledging the claim, pass it around from six to eight months, getting authority from each line interested. In this way they keep shippers' money tied up from four months to a year without paying interest or anything. We have $2,400 in railroad companies' hands in this way, and are paying bank 10 per cent interest to handle our business.

We are satisfied that this is not an extravagant statement of the amount which a large shipper or consignee may have involuntarily invested in transportation claims for excessive charges. These amounts are, in effect, enforced loans to railway companies, and their yearly total must represent a large sum illegitimately withheld from its rightful owners and their business.

Instances of disallowance by carriers of claims just upon their face are not wanting. A shipment of feed from a place in Ohio to a point in New York was chargeable under a plainly worded tariff at the New York City rate of 25 cents a hundred, and this rate was properly specified in the bill of lading. But the car was erroneously forwarded by a more expensive route, and at the delivery point a higher rate was demanded and collected. The claim agent of the initial road refused to honor the claim and curtly informed the claimant that the proper charge had been collected. The claimant finally complained to the Commission. The general traffic manager, upon being notified of the facts by the Commission, ordered the overcharge refunded. Soon after, the same complainant found it necessary to bring to our attention an exactly similar claim against this company, in order to obtain a refund of the excess paid. Cases like these are well calculated to create a belief that carriers are willfully negligent in the matter of paying just claims.

The injustice occasioned by overcharges rests, first, upon the fact that they occur at all; and, second, upon failure to promptly settle the claims. The taking of an unlawful charge and its retention for an unnecessarily long period has all the effect of extortion and willful discrimination. There is no justification for such delay in the settlement of overcharges. Agents at delivering stations have authority to correct freight bills containing an apparent undercharge, but they are not generally authorized to make reductions when the bills show an overcharge. The agent is deemed competent to raise the underrate, but the correction of an overrate is usually reserved for the more deliberate action of the claim agent and the red-tapism required to obtain the unnecessary consent of initial and intermediate roads. We think this a senseless distinction. The carrier should employ competent agents and keep them informed, and vest them with full authority to immediately correct errors for or against the company. There should not be, and need not be, any such thing as uncertain transportation rates or a long-drawn-out claim for overcharges. If the excessive character of the rate be

discovered before payment of charges at destination, the agent should correct the expense bill then and there and deliver the goods on payment of what is actually due; and if not shown until after payment of the overcharge, the agent should still be authorized to refund, or at least to do so after telegraphic communication with his superior officers. When freight has been prepaid by the shipper, the agent of the initial road should have authority, upon notification and verification of the overcharge claim, to pay it. The connecting carriers would not be embarrassed by the arrangement; they would have no difficulty in making proper distribution of the corrected rate, or in levying upon each its proportion of the refund. These are matters with which shippers and consignees have no concern, and they should not be compelled to wait for an adjustment of the overcharge as between the participating carriers. The carrier who collects the freight charge should be held directly responsible for the summary settlement and repayment to the proper person of any excess above the rate which is legally in force. This obligation should be enacted into law. Such a provision would, by diminishing overcharges, tend to allay much of the irritation now manifested by the public toward the railroads.

The ignorance or carelessness of agents in contracting for and billing freight, which results in so many instances of overcharge, often brings about the sending of goods at a rate which is less than that allowed under established tariffs of the carriers. This is likely, in some cases, to be more damaging to shippers and consignees than overcharges. In the absence of collusion between shipper and carrier for the purpose of willful rate cutting, an undercharge is almost certain to be corrected before delivery of the goods to the consignee. Contracts between the shipper and consignee based upon the underrate officially quoted by the carrier's agent to the shipper, or sometimes to the consignee, are thus often rendered wholly unprofitable, and sometimes are the occasion of considerable loss. Not infrequently the shipper of household goods or other personal effects is subjected by this careless naming of low rates, and subsequent correction to higher rates, to the payment of a sum sufficient, if known beforehand, to have deterred him from making the shipment, and possibly to change his plan of place of living, as might be the case with a prospective emigrant.

These are very serious considerations. They are in nowise answered by the fact that injured parties have a right of action in the courts for damages. Patrons of railways should never find it necessary to bring suits for the recovery of damages growing out of the use by a carrier of rates not fixed according to law. One of the main purposes of the statute was to secure the absolute certainty of railroad charges. Besides, the person injured may be hundreds of miles removed from the place where he can properly bring suit against the offending carrier, or if not, and the suit is brought, he must incur considerable expense for attorney and litigation fees, and he may even then fail on the

ground of want of jurisdiction in the court, or be obliged to submit to a removal of the cause to a Federal court, and be compelled to pursue his remedy there. The conflicting state of the decisions in regard to questions of jurisdiction arising out of the contract relations of shipper and carrier in matters of interstate transportation is alluded to in the first part of this report.

There is, moreover, as the act to regulate commerce now stands, some room for question whether, in view of the requirements for the publication of rates, an action by a shipper or consignee can be successfully maintained when based upon the erroneous insertion in the contract of shipment or bill of lading of a charge which is less than the rate lawfully in force, and exaction of the full legal rate before delivery at destination. Recovery in such cases has been had in some State courts, while in others it has been denied on various grounds; but the question has not been directly raised and decided in any Federal court, so far as we are informed. It seems to us, however, that the existence or nonexistence of such right of recovery is immaterial to the proper remedy for this evil. What is needed is abolition of the practice of inserting in bills of lading or shipping contracts any other charge than that which may be collected under authority of law. That charge is the one which appears in rate sheets published by the carriers themselves.

Some provision should be added to the law which would require carriers, in every instance, to specify in bills of lading or shipping tickets the routing of the freight and the rate or charge lawfully in force for the transportation service to the point of destination, previous inquiry being made for the purpose of ascertaining such rate, if the same should not be known at the shipping station, and that notice to the shipping agent of an initial or sending carrier of intention to ship certain property between named points shall be sufficient to put upon such carrier the burden of inquiry into the proper rate or sum to be charged on such shipment; that the shippers shall have the right to designate the routing, and the initial carrier shall name only rates which are lawfully in force over routes so designated, and that, in the absence of such designation by shippers, it shall be the duty of the initial carrier to route each shipment by the least expensive route, and name the rate thereon which is at the time lawfully in force for the carriage of the property in question; that violation of this provision by an initial carrier, or the diversion by any carrier of the traffic from the route indicated in the bill of lading or shipping ticket, with which the waybilling of the carriers must correspond, or any change by a carrier in the rate charge named in such bill of lading, ticket, or waybilling, or the tempt by any carrier to collect a different rate or charge than is ecified in the billing of the freight, shall render the carrier liable to ine, which should be made sufficiently large; that production of the of lading, shipping ticket, or expense bill, shall, together with copies

of tariffs showing rates in force, be sufficient evidence of any such variation from lawful rates. Provided, however, that it shall still be the duty of every delivering carrier, when freight charges have not been prepaid, to collect only the rate or charge which may be lawfully in force for the carriage of goods included in any shipment, and the billing may be corrected accordingly by such carrier; but in every such case the carrier issuing the bill of lading or shipping ticket showing other than the rate or charge lawfully in force shall be subject to the fine above mentioned.

Though a provision of this character may appear unduly severe at first glance, a little consideration will show that it only aims to bring about what is already sought to be accomplished in the law by the second, sixth, and tenth sections of the present law.

The requirements herein suggested would, in our opinion, substantially eliminate practices of overcharges and undercharges from railroad operation. They would do more—they would make necessary to the carriers' business the simplification of tariffs, which are now so complex as to often puzzle transportation experts, and therefore induce them to do in their own interest what they have hitherto failed to do as a matter of general duty under the law. They would do still more—they would prevent all departures from established rates, except those which result from the secret connivance of shippers and carriers, or false statements by shippers of the contents of packages offered for transportation; and would greatly reduce the number of supposed secret violations of the law. They would even do still more—they would tend to establish that spirit of observance of law as a matter of self-interest or self-protection which is highly conducive to the satisfactory operation of any remedial legislation.

Experience in the administration and working of the prohibitory and penal features of this statute has demonstrated the necessity for further legislation upon specific subjects, so as to render evasions of its general provisions unsuccessful. In other words, having enacted into law a proper and just theory or scheme of regulation, Congress should, as occasion arises, legislate with reference to methods of practical railroad operation whenever they appear to obstruct or evade the successful application of such theory or scheme. The Commission has been working constantly toward this end, not only in recommending amendments of the law, but in the discharge of its various official duties. It has, as elsewhere described, taken up the work of securing more definite and reliable forms of rate sheets, and has, after investigation and conference with carriers' representatives, issued a general order, the observance of which will accomplish a number of necessary reforms. And in order that shippers and consignees may be supplied with information which will enable them to protect themselves in some degree against the extortion and injustice occasioned by overcharges and undercharges, the Commission hereby invites shippers and con-

rrying to a given destination. Such destination may be beyond the
tial carrier's road, and on the line of another carrier with which it
s no joint tariff. Such destination may not be included in joint tariffs
olicable to other shipments from the shipping station, and the agent
y not be supplied with precise shipping directions. But all interstate
es are supposed to be on file with this Commission, and very many
ely State rates are also for various reasons necessarily included in
n filing. When doubt exists as to a rate, or when the verification of
te quoted to a shipper is thought necessary, the shipper may become
rmed of the actual rate, so far as shown by our files, by making
ten or telegraphic request therefor. He is thus able to measurably
d himself from the damage and delays attending an undercharge
vercharge before the shipment takes place, and he can forward the
rmation so received to his consignee as a basis for his action and
ection. The consignee who has a shipment on the way, or is about to
hase commodities to be shipped from distant points, may also make
ar application, and upon demand of excessive charges by the deliv-
g carrier tender the lawful sum, and if delivery be refused take
customary legal action to secure possession of the goods. This
is of information will also be of material assistance to shipping
ts who are unable to secure definite and early knowledge of the
igh rate through their usual channels of inquiry.
ese statements of rates must, of course, be rather hurriedly pre-
l and forwarded to be of use to shippers in most cases, and there-
he information could not be guaranteed correct in every instance,
is believed that the statements will rarely be found inaccurate.
pplication should, if possible, state the route which the shipment

place since the passage of the act to regulate commerce. As the summarized the result of these changes was stated as follows:

> Where changes of any importance have taken place in the freight rates of any section, either for local or competitive traffic, in nearly all cases lower rates are now charged than prior to the date of the act to regulate commerce.

Subsequently a more extended inquiry concerning the rates charged for railway freight transportation, covering a period of forty years (from 1852 to 1892), was undertaken by the Finance Committee of the United States Senate, Fifty-second Congress, and was placed in charge of the auditor of the Commission. The results of this investigation fully justify the statement above made.

A brief résumé of the latter report, with some addition of later data, will be appropriate at the present time.

The general basis of rate making, according to present railway methods, is the classification of freight. Although certain important commodities are still carried at specific commodity rates, far the greater proportion of articles offered for railway transportation are first arranged in a limited number of classes, and the charges finally applied are fixed at certain figures for each class. Obviously, therefore, reductions may be effected either by lowering the rate for an entire class, or by transferring articles from higher to lower classes. Important and far-reaching reductions are frequently made by the latter method, and such reductions are very likely to escape attention if, as is often the case, observation is limited to the established class rate without regard to the classification of freight in force. Investigation definitely directed to classification shows that the transfer of important articles, and the constant addition of new commodities, to the list of those for which lower rates are given for car-load than for less than car-load quantities, have resulted in changes quite as important as any that can be cited.

With a constantly increasing number of articles in the classifications, it is shown that since 1887 the proportion assigned to first or highest class in the official classification has been reduced 4 per cent, the articles represented by this figure being now in the lower classes and accordingly carried at lower rates. Were data available as to the tonnage movement in each class more satisfactory information could be obtained bearing upon the importance of these changes.

The proportion of articles under the official classification in 1887 which were taken at less than car-load rates with the same rating when in car loads was 55.07 per cent, and those having car-load rates was 44.93 per cent. Under the present classification the proportion of articles carried at less than car-load rates, with the same rating for car-load quantities, is only 38.45 per cent, while the number now receiving car-load rating is 61.55 per cent. The variation here shown of 17 per cent indicates important changes and also represents reductions in charges through lowering of the classification. The report referred to will show similar changes for the other principal classifications.

Following that portion of the Senate report dealing in changes of classification is an extended presentation of the decline in competitive rates, illustrated by numerous tables showing, wherever possible, the actual charges for specific commodities, rather than class rates. It is impracticable to present here sufficient examples to illustrate the extended reductions shown by that report, and it will probably suffice to say that they cover the entire country, and include all important articles commonly offered for shipment by rail. Data were also given illustrating corresponding reductions in charges for river, lake, and ocean transportation, and also summarizing the entire results of the decline in railway rates by statements showing the average charges per ton per mile during an extended period on a large number of the more important lines. These tables are supplemented by others, exhibiting for the same lines the tonnage carried each year, the aggregate transportation performed, measured by tons carried one mile, and the gross revenue from freight traffic. Numerous tables are devoted to changes in local rates, showing an equal if not greater general reduction.

Only from an extended inquiry would it be possible to accurately estimate the total reductions effected since the passage of the act to regulate commerce, but that it has been very considerable is well known. During the five years from 1889 to 1893 the entire transportation performed by the railways of the United States, as shown by the reports of the statistician of the Commission, has been equal to moving 63,837,849,326 passengers and 407,837,216,623 tons of freight one mile, and the aggregate amount of revenue to the carriers from passenger and freight transportation during those years was $5,106,362,794. The statistician has also reported the average receipts per passenger and per ton of freight per mile for each of these years and for the year 1888. Comparing the amounts received by the railways for transportation with amounts which they would have received on the volume of traffic carried from 1889 to 1893, if the average receipts per mile for 1888 had been maintained during the subsequent five years, it appears that the public would, in such case, have paid for freight and passenger transportation by railroad from 1889 to 1893, inclusive, $525,459,587 more than was actually paid for such transportation during that period. Of this sum $133,500,982 would have been added to passenger and $391,958,605 to freight revenue.

These figures demonstrate the great bearing which a largely increased volume of traffic has upon railway rates. That the above-mentioned large difference between actual revenue and revenue based on the average rate of 1888 was rendered possible by the greater economies naturally incident to the continuous increase in density of traffic, is shown by the fact that the net income from operations per mile of line was greater in 1893 than in 1888. What such difference would have amounted to, or whether there would have been any reduction whatever, if the volume of *traffic had, instead of increasing* yearly, remained

as small as it was in 1888, we can not, of course, undertake to say. The extent of actual reductions is best indicated by the following statement of average receipts per mile on freight and passenger traffic for the years 1888 to 1894 inclusive:

Years.	Freight revenue per ton per mile.	Passenger revenue per passenger per mile.
	Cents.	*Cents.*
1888	1.001	2.349
1889	.922	2.165
1890	.941	2.167
1891	.895	2.142
1892	.898	2.126
1893	.878	2.108
1894	.866	1.976

But we can not say that the reductions should not have been greater, nor that they are altogether represented by changes in published tariffs, or that they have been justly distributed among the various articles carried and between the communities served.

It should not be understood, however, that what is properly termed the tendency toward lower charges operates without important occasional exceptions and even temporary suspension. While, as shown in the above table, there are few years during which the average of all charges does not prove lower than during any which have preceded, it is not at all unprecedented to find that, as during the current year, the changes in important rates have included many advances. Without attempting to enumerate the causes which may or may not justify the evident attempt in certain sections of the country to place competitive rates upon a higher permanent basis, it is of interest to note some of the changes which have apparently had that result.

On October 15, 1894, by joint action of the lines comprising the Southern Railway and Steamship Association, rates via the all-rail routes from New York, Boston, Philadelphia, Baltimore, and points taking the same rates to all points in the Southern States east of a line drawn from Chattanooga, Tenn., to Meridian, Miss., and from thence to Mobile, Ala., were advanced 4 cents per hundred pounds on classes 1, 2, 3, 4, and H, and 3 cents per hundred pounds on the remaining classes. This was an advance over rates which had prevailed during practically the entire period since this Commission was created, but it did not affect the charges via the various steamship lines operating from the cities named to Norfolk, Portsmouth, West Point, Savannah, and Charleston in connection with rail lines from those ports to destination, which receive a large and important portion of the traffic.

Since December 20, 1887, the rates on first-class freight between Chicago and points on the Missouri River have not been higher than 75

cents per hundred pounds until July 1 of the current year, when an advance was made to 80 cents per hundred pounds. Rates on the lower classes were also increased. On the same date an advance was made in the rates between St. Louis and other Mississippi River points and points on the Missouri River, from 55 cents to 60 cents, first class, with proportionate increases on the other classes. The new rates are in each case higher than any which have been in force since December 20, 1887. As they apply in both directions and are the basis of all freight charges between the East and interior points west of the Missouri River, they affect a large amount of traffic. A complaint is now pending before the Commission, in which the reasonableness of these rates is involved.

Packing-house products and live hogs have been taken from the Missouri River to Chicago for a considerable period at the published rate of 22 cents per hundred pounds. On July 1 of this year this rate was increased to 23½ cents per hundred pounds, which, when the amount of the tonnage of these articles is considered, is seen to be an important advance. The rate on packing-house products from the Missouri River to St. Louis was at the same time advanced from 15 cents to 18½ cents, or 3½ cents per hundred pounds.

On June 20, 1894, advance was made in the rates charged between Chicago and Colorado points, including Denver, Pueblo, Colorado Springs, etc., from $2 to $2.32 per hundred pounds, and in those between Mississippi River points and Colorado common points from $1.80 to $2.12 per hundred pounds, on first-class freight, with corresponding increases on other classes.

The current year has not been characterized by many especially significant changes toward permanently lower charges. Probably the most notable change was the reduction, on February 27, of the rate on grain and flour from Chicago to New York from the normal sixth-class rate of 25 cents per hundred pounds to 20 cents per hundred pounds, the reduced rate remaining in effect until November 12, a period seldom equaled in duration by any similarly low rates by the all-rail routes.

This rate is not only that at which these articles are carried from the greatest grain market in the country to its principal port of export, but is also the basis of grain and flour rates from all western territory to all points on or adjacent to the Atlantic seaboard, and this reduction accordingly affected a corresponding change in the rates charged for carrying most of the grain and flour produced in the United States and not consumed at or near the point of production.

A concurrent reduction in the rate on grain and flour from St. Paul and Minneapolis to Chicago, which is used in connection with the rate on the same articles from Chicago to New York in making rates to the East, is of interest in this connection. This rate has formerly remained at 12½ cents per hundred pounds, with but few fluctuations. On April 10 a reduction to 10 *cents was made, and on May 16 to* 7½ cents. The

latter rate has since remained in force, but the roads have issued notice of an advance to 10 cents, to take effect December 3, 1894.

The rate on these commodities from Chicago to New York via the Great Lakes to Buffalo, Erie, or Fairport, and rail lines to destination has remained practically throughout the entire season at 15 cents per hundred pounds, which is 5 cents lower than the normal charge during former seasons.

It is ascertained that the receipts of wheat and corn at the four ports—New York, Boston, Philadelphia, and Baltimore—from February 25 to October 27 of the current year (during which period the all-rail rate of 20 cents above referred to was in effect from Chicago), were as follows:

Wheat	bushels..	41,770,113
Corn	do....	21,156,854
Total		62,926,967

This amount is of course considerably less than the amount affected by the reductions above referred to, but the fact that 5 cents per hundred pounds on this quantity amounts to $1,845,495.30 tends to show the importance of the change. Other reductions in important rates have occurred that were apparently due to local and temporary causes, such as those noted in relation to charges on traffic from Eastern and Western cities to points in the Southern States, which are treated of elsewhere, and in most cases the restoration of the former rates has been effected.

THROUGH ROUTES AND THROUGH RATES.

Carrying goods and forwarding passengers over connected roads under one billing or ticketing, and making a single charge for the whole service by adding rates in force on different parts of the line, are common features of railroad business, necessary to convenient and economical operation, and recognized as among the transportation requirements of commerce and trade. This kind of through routing and through rating is rarely denied to the public or refused by one connecting carrier to another, but carriers sometimes decline to take goods from or send them by another carrier under one billing and without transfer into other cars, although local rates are offered, when by so doing they can secure a longer haul for their own lines or hold traffic to a road with which they have close and favorable running connections.

The manner in which through service is conducted enters largely into the question of through routing. Suitable facilities for the prompt interchange of traffic between connecting roads frequently include the joint use of yards, union depots, convenient switching tracks, train connections for passengers, and the early forwarding of freights by connecting lines. Facilities of this character, though necessary to reasonable through routing service, are often withheld from

one carrier and allowed to its competitor. Such discrimination in respect to the facilities for traffic interchange has been effectively used to injure interests of one road and favor those of another, without regard to resulting damage to business enterprises located along the line of the nonfavored road.

As shown in our former reports, the facilities clause of the third section, when invoked by one carrier as against another, has been construed by the courts to mean little, if anything, more than a duty on the part of one carrier to receive traffic from another carrier and forward it as a purely local shipment. What might be done upon complaint of interested shippers or injured localities under the general prohibition in the third section against giving undue or unreasonable preference or advantage to any person, firm, corporation, locality, or description of traffic or subjecting any person, firm, corporation, locality, or description of traffic to undue or unreasonable prejudice or disadvantage in any respect whatsoever, has not been determined. This general provision against injustice through affording or withholding favorable facilities or rates may operate to remedy grievances shown in some cases, but under the ruling of the courts to the effect that a carrier is not prohibited by the statute from selecting the carrier with which it will make the most favorable through-routing arrangements, there is reason to fear that such right will not be held subordinate to the interests of localities or shippers on the road to which the more advantageous facilities are denied.

The provision in the latter portion of the third section, that carriers shall not "discriminate in rates between connecting lines," has been held by the Commission and by a United States circuit court to require similar rates in a case where it appeared that the facilities for interchange provided by the suing line were substantially equal to those furnished by the favored line. Whether in a suitable case this language of the statute would be judicially construed to mean more than this is extremely doubtful. Congress evidently intended those words to stand as an absolute prohibition against favors in rates to one connecting road as against another, but it is also as clear that the requirement to afford all reasonable, proper, and equal facilities for the interchange of traffic was intended to prohibit giving one road an advantage over another connecting road in the matter of routing arrangements. This intention has not been recognized by the courts as being expressed in the statute, and the prohibition against discrimination in rates between connecting lines has so far been given a limited application.

The fundamental defect in the through routes and through rates clause lies, however, in the absence of any provision in the statute under which through-routing facilities and through rates, which are less than the sum of rates separately established by the connecting carriers, can be required. A provision of this character, so worded as to be capable of direct application, *and yet leave* open to carriers proper

opportunity for agreement as to rate divisions and routing details, would enable the Commission to give due effect to the legislative intention to affirm the right of the public to continuous transportation at through rates reasonable in themselves and relatively reasonable to different localities. The simple assertion of such a right without providing specific means for its enforcement has proven inadequate. Courts are loth to require unwilling carriers to enter into traffic arrangements, which include the making of joint rates lower than the sum of separately established charges, in the absence of clear expression of the legislative will and provision for giving effect to the statutory requirement. The result is that the second paragraph of the third section of the law, the through routes and through rates provision, is practically inoperative on account of the limited meaning which has been given to its somewhat ambiguous phraseology and the fact that the statute does not provide means by which a reasonable joint through rate can be required and established.

When the rate over one connecting line is a single or joint rate, and that over another connecting line in the same territory is merely a combination of individual charges, regulation of rates, in the absence of power to require joint through rating, can not be effectual. If a through route over connecting roads is a reasonable one, the public is entitled to a rate over such route which is based upon the whole distance and the entire service, and should not be required to pay the sum of rates established for portions of such distance and for distinct services over parts of the route. Whether this right of railway patrons to through service at such through rates shall be accorded or withheld over any such route now depends altogether upon the will of the carriers; there is no statutory provision under which a through rate over different roads based upon the through distance and through service can be determined and required to be put into effect in case the carriers refuse to make the joint rate themselves. The statute should be amended in several important particulars, but we regard this failure of the through routes and through rates clause to operate in accordance with the legislative will as one of the most embarrassing of the discovered defects in our scheme for railway regulation. The power to enforce a reasonable joint rate over a practicable through route, composed of two or more roads or rail and water lines, is indispensable to the effective and impartial operation of the provisions prohibiting unreasonable or unjustly discriminating charges, undue preference to some and prejudice to other persons, or localities, or kinds of traffic, and greater charges for shorter than for longer distances.

After spending more than sixty years in the development of a system of railway service which shall meet the needs of an ever-increasing volume of commerce; after building and putting into operation nearly half the railway mileage of the world; after aiding the construction of long transcontinental lines by immense grants of lands and national

nd reasonable rates and without undue preference or discrimination
ı favor of persons, communities, or kinds of traffic is distinctly
ıposed—after all this effort and time, we are forced to realize that
e progress of communities and the prosperity of persons, which are
greatly influenced by fair or unfair railway service and railway
tes over connected roads, still depends very generally upon the
linatiou of carriers to enter into joint through-rate agreements.
e location of new business enterprises is frequently settled since
passage of the act to regulate commerce, as well as before, not so
h by the wishes of those who control them and the advantages for
ıomical production or trade afforded at particular places as by the
rable transportation rates which railway managers can be induced
ıt in force.

int rates over connecting roads are no longer a public convenience
h the carriers are able to afford through great economies in opera-
ınd because of very considerable offerings of traffic; they have
ne a commercial necessity which, as a rule, the carriers find no
ılty in supplying at will with reasonable certainty of profit from
duly adjusted to the places they serve. Neither is the joint rate
) carriers to be regarded in any sense as exceptional to the gen-
ethod of rate making employed by individual carriers. Individ-
d joint rates are based upon the same general plan. A rate of
ts from one station to another station and another rate of 10
rom the second station to the third, all on the same road, do not
that the rate from the first to the third station should be 20 cents,
n of the two locals; it may, without wrong to any one, be 15
ır perhaps 12 cents. Indeed, if roads charged the sum of station-
on rates they would be subjected to the most energetic com-
of extortion, and the volume of traffic would be comparatively

supplied commercial necessity and not exceptional to usual rate-making methods, there can be no valid objection to vesting the regulating authority with power to order through routes and through rates which connecting carriers refuse to provide, but which appear to the Commission to be reasonable, necessary for the public welfare, and not injurious to any interest of the carriers which should be protected.

To insure reasonableness and uniformity, the scope of regulation should be coextensive with the progress of railroad operation, so that what is right may be required as well as what is wrong prohibited. The absence of any provision in the statute by which the joint route and rate can be required renders regulation halting and defective, deprives many carriers of a legitimate share of through traffic which would be created by reasonable through routes and rates, subjects trade and commerce to unnecessary restraints, and confines much of the business of numerous towns to their immediate localities. Whole sections of the country pay on some traffic the sum of rates to and from certain rivers arbitrarily used as dividing lines; places reached by a single road are often deprived of through rating facilities as to all classes of traffic, while junction points in their vicinity receive the benefit of joint tariff rates; other localities are, for carriers' reasons, denied through joint rating on some important kinds of goods while it is freely afforded on other articles between the same points.

Again, the lack of a procedure under which denied joint rating can be compelled often forces carriers into irregular rate-making practices not recognized by the act to regulate commerce. These are covered by the phrase "proportional rates," that is, less than regular rates in force between the same points, and intended to be applied on traffic destined to a point beyond the carrier's own line. Thus, carriers between the East and Mississippi River points have regular rates in force for traffic consigned to those points, and lower or proportional rates for carrying goods destined through those points to places on the line of another carrier west of that river, such goods taking the local rates of the western carrier added to the proportional rates to the river. This practice, which results in eastern carriers having two sets of rates to the Mississippi River, is also in vogue in other sections of the country, and is the subject of a complaint brought before the Commission by an eastern road against a connecting line reaching points in New York. Proportional rates result from the failure of connecting roads to make joint rates, and, aside from the question of legality, the carrier making them must bear the burden of the entire reduction so made from the sum of individual rates of the connecting roads which, under an agreement for joint through rating, would be borne by both, and perhaps represent a less through charge to the public than under the proportional rate plan.

The article in our last annual report, entitled "Connecting and Continuous Lines," sets forth many illustrations of this defect in the law

and specific reasons for this amendment. As is said under another heading in this report, what the carriers fail to do in the direction of necessary transportation reforms is generally proper for Congress, through appropriate means, to require. This is particularly true of the through joint rate over connecting roads, which is capriciously afforded or denied throughout the country according to prevailing notions of railway management. The through joint rate is an undeniable public benefit; it is the transportation facility which, more than any other, has enabled the products of all sections of the country to be exchanged or compete for sale in common markets; it is one of the great mainsprings of our commercial progress. But the joint rating facility has, on account of its irregular and capricious application, also been a costly benefit to the public, for being applied or withheld by the carriers at will, it has frequently promoted the competition of carriers so that carrying would be done at little or no profit, while, through exaction of much higher rates at many points to which through rating has been denied, the legitimate competition of many communities has been restricted or destroyed. So potent is the through joint-rating facility that it can, and often does, result in confining trade to channels favored by the carriers. Such a tremendously powerful instrument for good or ill to the business interests, not only of persons but of towns and localities, and even great sections of the country, and of connecting carriers also, should not henceforth be left in the hands of the carriers to be exercised without control or regulation.

This power to establish through routes and regulate through rates has been exercised by the English Commission for years. The third section of our act, which includes the through routing clause, was modeled after the English statute of 1854, and the amendment suggested in our former reports to Congress is framed upon provisions in the acts of Parliament of 1873 and 1888.

The absence of such a remedy entails upon trade and carrying interests yearly damage to the amount of many millions of dollars. The fact that needed through rating facilities can be denied with impunity in a single instance would be sufficient reason for Congressional action, so large is the amount of current railway business; and when the entire traffic conducted over nearly half the world's railway mileage is subject to such denial of continuous transportation at through joint rates without any effective legal remedy, the necessity for an amendment of the regulating statute in this respect becomes imperative. We, therefore, earnestly renew the recommendation in our last report that the following clause be added to section 3 of the act to regulate commerce:

The facilities to be so afforded shall include the due and reasonable receiving, forwarding, and delivering by every such common carrier, at the request of any other such common carrier, of through traffic at through rates or fares. If any one of such common carriers shall desire to form a through route for interstate traffic or any class thereof over its own line or any part thereof, in connection with the line, or any part

of the line of one or more other common carriers, it shall address a request in writing to the other common carrier or carriers, describing therein the proposed route specifically, and naming proposed through rates or fares and divisions thereof for such traffic, and shall deliver such request to such other carrier or carriers, and also transmit a copy thereof to the Commission hereinafter named. If the other common carrier or carriers shall not, within ten days after receiving such request, make and serve and file with the Commission written objections either to the proposed route or to the proposed rates, fares, or divisions, the same so far as not objected to shall be deemed agreed to; but if either the route, the rates, or fares, or the divisions are objected to, the objection shall be stated in writing and transmitted to the Commission, and the Commission shall then have power to determine whether, having regard to all the circumstances, the route proposed is demanded in the public interest and is a reasonable route for the traffic, and if the Commission shall so find, and the rate or divisions are not assented to, the Commission shall have the further power to prescribe the same; but the Commission in any case in apportioning the through rate shall take into consideration all the circumstances of the case, including any special expense incurred in respect of the construction, maintenance, or working of the route, or any part thereof, as well as any special charges which any such common carrier may have been entitled to make in respect thereof, and it shall not be lawful for the Commission in any case to compel any company to accept lower mileage rates than the mileage rates which such company may for the time being legally be charging for like traffic carried by a like mode of transit on any other line of communication between the same points, being the points of departure and arrival of the through route. Said Commission, at the request of any person interested in interstate traffic, shall institute, or on its own motion said Commission may begin, proceedings to form through routes over connecting lines in the same manner and to the same effect as though such proceeding had been instituted by a common carrier, as provided in this section.

POOLING OF FREIGHTS AND DIVISION OF EARNINGS.

It must be conceded that the vigorous effort now being made to remove the statutory prohibition against railway pooling is prompted to a great extent by the serious diminution of revenue from railway traffic which has been caused by open and secret cutting of competitive rates. It is also commonly believed that a restraint upon the competition of carriers which will prevent secret rate cutting, and such open rate reductions as are not demanded by the needs of commerce, is necessary to the successful operation of the law. The prevention of this illegitimate competition in transportation by proper amendment of the statute is therefore generally desired; but while all parties are united in a common desire to eradicate the evil, there is the widest difference of opinion as to the means to be employed.

Those who oppose pooling assert that it is calculated to stifle legitimate as well as illegitimate competition between transportation agencies, and therefore should not be allowed. Those who most strongly favor the practice contend that pooling has no influence upon rates except to give them stability and prevent rebates to favored shippers, and that there is nothing in the practice which can operate in derogation of the public interest. Others who take less extreme views believe that pooling can be so restricted through legislative action

pooling might be detrimental to public interest or individual enterprise. If this can not be done, the pooling proposition should be disregarded; but if this can be accomplished, then consideration of the plan should not be refused merely because unregulated pooling would be objectionable.

Devising and putting in force an apparently safe plan of conditional pooling can not, however, be deemed alone sufficient for present urgent needs. Though properly regulated pooling may appear to be a remedy for many transportation abuses, there are others equally grave which can not be cured without further specific legislation. These are fully described in our reports to Congress. Moreover, it should not be overlooked that if civil and criminal violations of the statute were not so numerous, and the competitive relations of carriers merely resulted in diminishing railway revenues, the pooling proposition would receive little countenance, and the carriers would probably be left to cure the evils resulting from their own follies in competition. The prevention of these violations must be the principal object of any amendment which may be passed, and allowing the carriers the extraordinary privilege of pooling, however carefully guarded against abuse and however desirable it may seem before trial, can not with safety be solely relied upon to accomplish the intended purpose.

That legalized pooling would, while the agreements are respected by those who make them, tend to maintain and compel adherence to established rates may be readily admitted; but it might not be difficult for dissatisfied parties to such contracts to find legal pretexts for breaking them or compensating reasons for so doing, although the penalty for such breach should be large. The law reports disclose many instances of successful contract evasion, and a competitive traffic so large that

Many railway managers assert that interstate transportation is now being conducted in conformity with law, except where competition between themselves has forced them into violations in order to obtain or retain carrying business. In this they are mistaken. Very many civil and criminal violations of the law have been indulged in which can not be properly traced to the carriers' competitive relations. These violations, as well as those which do arise from competitive conditions, should be prevented as far as possible in any act which authorizes pooling.

Our reports show many instances of injustice to places whereby their legitimate prosperity has been retarded or destroyed. Rates established under pooling contracts would not be in effect at numerous places which are competing for trade with localities where the pooling rates would be in effect; and thus, by operation of the proposed law, one set of rates would be made by individual carriers, while control of the other set would be legally exercised by or through the pool. It seems to us that points not covered by the pooling contract should receive as ample protection in conditional pooling legislation as those which may be directly affected by the pool, and that any additional authority which may be conferred on this Commission to annul or modify the pooling contract, and control rates or facilities maintained under or affected by the pooling contract, should also extend to rates and facilities which are not maintained under or directly affected by the contract.

Before concluding this article we desire to call attention to the claim of pooling advocates that the pooling contracts can have no effect upon competitive rates except to promote their maintenance and observance. We do not think this a sound proposition. The mere fact that a pooling contract is in existence does not concern railway patrons or communities. That which may be done under such a contract is what vitally affects the public interest, and is what has led to the line of decisions, including a recent opinion emanating from high judicial authority, to the effect that pooling not authorized by law is contrary to public policy. A common agreement as to rates and their observance is necessary to the successful operation of a pool. It is beside the question to say that, throughout the old pooling territories, competitive rates have been agreed upon by the carriers since pooling was prohibited. Continuance of rates in force has nevertheless been voluntary, while under these contracts established rates would be kept in effect until the parties thereto agree upon a change; and it is plain, moreover, that a substantial advantage accrues from an arrangement for division of earnings which would make a carrier willing to keep rates in force that, without it, would be reduced. The division of earnings would also probably reconcile a carrier to the establishment of lower rates than would ordinarily be charged over its lines. The effect of a legalized

pooling contract upon rates would be, therefore, to require the parties to agree, while now they only do so voluntarily.

The extraordinary and forceful powers of any combination of persons over those of an individual are to be continually borne in mind at every point in the formulation of any bill on this subject, and it is folly to suppose that a combination of carriers would not, in the absence of legislative restrictions, have immensely greater power over rates than those possessed by individual carriers, or that such power would not be exercised in the direction of higher rates, if it should appear that the private interests of the carriers would be served by such action.

Although the Commission has paid much attention to the subject of pooling in former reports, it has not taken a position in favor of or against a renewal of the practice, but has confined itself to collecting and laying before Congress the opinions and views of carriers, shippers, commercial bodies, and others interested in, or who have made a study of, the subject of transportation. In deference to such opinions, and in view of the earnest consideration which has been given the subject by the committees of Congress, and because of urgent requests by Senators and Representatives for some expression as to the policy and advisability of legalized pooling, we submit for the consideration of Congress that pooling without other remedial legislation is, we think, unadvisable. Pooling under conditions to be approved by the Commission and rendered capable of easy and direct regulation, with accompanying effective remedial legislation, we believe, might safely be tried. Amendments recommended to Congress in this and former reports should be adopted. Each of them is necessary to remedy some existing transportation evil, and some of them would accomplish reforms and public benefits indispensable to the original purposes of the act.

ANNUAL REPORTS OF COMMON CARRIERS.

Pursuant to section 20 of the act to regulate commerce, reports are required to be made to the Commission by all common carriers subject to the act, showing in detail the amount of capital stock issued by each of such common carriers, the dividends paid, its surplus fund, the funded and floating debts, the interest paid thereon, salaries paid, amounts expended, how expended, the earnings and receipts from all sources, the balance of profit and loss, and a complete exhibit of the financial operations of the carrier for each year, including an annual balance sheet.

In response to this requirement an important railroad system filed with the Commission a report, verified by the oaths of its president and auditor, for the year 1893. It subsequently appeared from a statement made by an expert accountant, who made an examination of its affairs and accounts on behalf of parties interested therein, that during the

period covered by said report large sums of money had been paid out by the company by way of rebates and drawbacks, but were falsely covered under the head of legitimate expenditures.

Under the existing law no indictment for perjury can be predicated upon such false and fraudulent report, though made under oath. In order to prevent the making of such false reports, offenders in this respect should be subjected to punishment for perjury. It is important also that carriers required to make reports under the law should be subject to reasonable penalty or forfeiture for failure to do so. The Commission therefore recommends that section 20 of the act referred to be amended by striking out the first sentence and inserting in lieu thereof the following:

That the Commission is hereby authorized to require annual reports, verified by oath, from all common carriers participating in interstate commerce, and from all companies or corporations owning railroads over which interstate commerce is carried, to prescribe the manner in which such reports shall be made, and to require specific answers therein to all questions upon which the commission may need information.

And also by adding to said section the following:

Said detailed reports shall contain all the required statistics for the period of twelve months ending on the 30th day of June in each year, and shall be made out and filed with the said Commission, at its office in Washington, on or before the 15th day of September then next following, unless additional time be granted in any case by the Commission; and if any common carrier subject to the provisions of this section shall fail to make and file said annual reports or shall fail to make specific answer, under oath, to any lawful question authorized by the provisions of this section within the time herein provided, such common carrier shall be subject to a penalty of one hundred dollars for each and every day it shall continue to be in default with respect thereto, and each day it shall continue to be in default as aforesaid shall be deemed to be a separate offense, and the district courts of the United States for the district in which the principal office of such delinquent carrier shall be located shall have jurisdiction to enforce the penalty herein provided for upon information to be filed by the United States attorney for such district.

Such annual reports shall be verified by the oath of the president, treasurer, comptroller, auditor, or receiver of such common carrier, administered by a notary public, United States commissioner, or judge of a United States court.

GOVERNMENT OWNERSHIP OF RAILROADS.

This subject has received the attention of writers on different phases of the railroad problem, and indeed of the general public, to a considerable extent during the past year.

The Commission is inclined to the opinion that on controversial questions of this nature, not directly involving matters specifically covered by the act to regulate commerce, its duty is best discharged by presenting the facts bearing upon and necessary to an intelligent determination of the question, rather than to undertake a statement of the argument pro and con.

On this line the Commission made a preliminary report in response

Under all of the above headings the facts are so broadly and concisely stated. and yet cover the ground so fully, that nothing would be gained by undertaking here to give an abstract of the same. The whole will be seen by turning to the Appendix.

There is, however, one consideration that should be kept in mind in connection with the facts bearing upon this question, and that is whether the more objectionable features of railroad management under private ownership, which are relied upon to support the argument for public ownership, can not be remedied by legislative regulation through the instrumentality of a commission quite as effectual as by Government acquisition and control.

There are some amendments to the interstate commerce law, as the Commission has repeatedly pointed out, which are required to make the law express what it was generally understood to mean, and which have been found essential in order to secure reasonableness in rates and equality of treatment by railroad carriers.

There may be serious objections to Government ownership, even if legally possible to provide for the compulsory transfer of the railways to the Government. For illustration, the railroad mileage in the United States is, in round numbers, 177,000 miles, nearly one-half of the railway mileage in the world. The amount of its stock and debt is more than $10,000,000,000. The employees fall but a little short of a million persons. To become the owner of all this property would involve the Government in tremendous debt; to operate it would afford patronage eclipsing all precedent in the civil administration of the Government. Thoughtful men believe that the creation by this Government of such a debt and such a patronage should be avoided if possible, both on political and commercial considerations.

Omitting a restatement of the many other objections which writers

so term it, to secure these results, has been found inadequate in some measure, but this may be accounted for by the fact that the law is of recent origin and to a certain extent tentative. The time for discussion of amendments has been short. Other questions have absorbed the attention of Congress and the country. Legislators have hardly yet come to realize that this matter exceeds all others of public nature in its importance to commercial interests and general prosperity. It is a source of encouragement, however, that discussion in and out of Congress during the past year has taken on a breadth of view and an intelligence and vigor that give promise of early and advantageous results. It is to be remembered that a statute like this, covering a new field of legislation, is generally and naturally the result of a compromise between different and conflicting theories, and that debatable questions as to the intent and interpretation of various provisions must inevitably arise, to be settled by the decisions of the courts or by amendatory enactments.

It is necessary in this matter not only to discover a remedy for existing evils, but to find one that will avoid other evils of still more dangerous character.

THE GREAT STRIKE OF 1894.

This report might be deemed incomplete if it omitted to notice the great railway strike which took place during the year. The history of this unprecedented contest between railway employees and employers has been fully detailed in the press of the country, and officially reported by the "Strike Commission" appointed by the President under the provisions of the act of October 1, 1888. Soon after the trouble commenced, one of the large railway systems having its headquarters at Chicago requested this Commission to take such action in the premises as would remove the trammels on interstate commerce which were created by the strike. We were obliged to reply that the Commission possessed no authority to relieve the situation. The employees interested in the controversy, as a body, had determined to cease from labor pending the continuance of certain conditions, and it is conceded that this resulted not merely in interference with interstate traffic, but that it served for a time to bring transportation to a standstill in various parts of the country, and especially on lines centering in Chicago.

Although the act to regulate commerce requires interstate carriers by rail to perform continuous transportation, provide reasonable and proper facilities for the prompt forwarding of traffic over connecting lines, and to refrain from subjecting shipping interests to undue prejudice; and although this Commission is required "to execute and enforce" the provisions of the statute, no power is conferred upon us to remove obstructions to interstate commerce which are not brought about by the carriers themselves. Even in cases against the carriers the

statute has been judicially construed to have such limited application as to be practically valueless in matters involving the furnishing by carriers of suitable facilities for continuous carriage over connecting lines; but, whatever may be the extent of our authority in proceedings against carriers, it is clear that the law gives the Commission no jurisdiction of parties not common carriers, and that any order it might issue in regard to the strike or its consequences must have been directed against the carriers and not against their employees.

But while this lack of power in the Commission was evident, it was not so clear that the exercise of general investigating functions by the Commission, which is requird by the statute, did not include a duty to inquire into the causes of the strike, its conduct on both sides and its results, and make a report thereon with such recommendations as might be warranted, not only for the future guidance of the carriers, but for the information of the public and as a basis for legislative action.

It was manifest early in the contest that the damage to commercial and consuming interests through the various obstructions to traffic would be almost beyond computation, and it was frequently claimed that the carriers themselves were not confining their actions during the struggle to an attitude of resistance merely, but were endeavoring in some ways to make the public believe that their inability to move traffic was greater than was actually the case. But the propriety, while the strike was in progress and the minds of all parties were inflamed, of carrying on an investigation which must take a wide range and include matters outside of our jurisdiction was extremely doubtful; besides, it seemed certain that, in the absence of express direction by Congress through resolution or otherwise, our investigation would be resisted by one side or the other, and perhaps both, according as inquiry might involve interests not subject to the interstate commerce law; and this consideration was given additional force by the fact that Congress was then in session. Still another deterring reason was the law of October 1, 1888, which provides for investigation in cases of this character by a special tribunal to be appointed by the President, and the general belief that in a matter so grave as this the President would make the necessary appointments and direct an investigation through such a commission.

These facts seemed controlling at the time, but we desire to state, in the light of present knowledge, that under a recurrence of similar conditions we might feel it our duty to attempt an investigation. Innocent of criminal intention as the strikers and employers may have been, great exertion both by the executive and judiciary was required to repress the lawlessness which attended the progress of this strike; and while any action on our part could have had no immediate result, the report of our inquiry might have added something to the knowledge of facts necessary to devising proper methods of dealing

in the future with the question of labor as affecting railway transportation and public interests connected therewith.

We still think, however, that an investigation by us would have been limited to the scope of our jurisdiction, for at such a time of anger and excitement, the courtesy which could extend needed information would probably have been refused. Without making any specific recommendation, it seems to us that when contests between railway employers and employees take place, the tribunal charged with the duty of railway regulation should have express statutory powers to investigate the acts of all parties, and not be restricted to inquiry into the methods of carriers alone.

This Commission has the care of public interests as affected by railway operation, and to this has been added by recent statute the duty of supervising the use of safety appliances on railroads. The familiarity with railway methods and requirements, and with the risks and needs of railway labor, acquired by the Commission through the exercise of its functions, would be a material aid in investigations of labor contests on railways, and such inquiries, though directly authorized by statute, need not interfere with investigations by other bodies which have for their express object the settlement of the immediate controversy. An inquiry by the Commission would be with a view of promoting the public interest, though incidentally all concerned might be benefited.

While we do not desire to embarrass other proposed measures, it seems proper to suggest that whenever strikes or lockouts are apprehended by either railway managements or railway employees, or by the Commission, which would be likely to bring about serious injury to commercial interests and the public generally, that the Commission should have authority to enter upon immediate investigation, have the testimony of all persons and the aid of judicial process to compel the giving of such testimony and to enforce such recommendations, based upon the investigation, as may be constitutionally devised.

FINANCIAL CONDITION OF RAILWAYS.

In the last report of the Commission reference was made to the financial embarrassments of railways. During the last eighteen months the country has been passing through one of the most remarkable periods of commercial and financial depression in its history, and the railways have suffered in common with all other industries. Some of the largest systems in the country have passed into the hands of the courts. The extent of the disaster to railway interests resulting from the depression and other causes suggests the propriety of further reference to the matter in this report.

On June 30, 1894, there were 156 railways in the hands of receivers. The mileage of roads owned by these companies was about 30,000 miles, and the mileage operated was nearly 39,000 miles. Sixty-seven per

of the mileage owned and 80 per cent of the mileage operated is
nted for by 28 important lines with either an owned or operated
ge in excess of 300 miles. Of the remaining 128 roads, 95 were
lines of less than 100 miles in length, some of them the parts of
systems, and a number were new lines still in process of con-
ion.

total capitalization of the railways in the hands of receivers was
$2,500,000,000, or one-fourth of the total railway capital of the
y. The capitalization of the 28 important roads accounts for 79
t of this amount. It is, of course, impossible to make any sat-
y estimate of the actual money value of the capitalization, the
stated being based on the par value of the securities.

ugh it is probable that a majority of the receiverships of the
hteen months were hastened by the commercial and financial
ion, it is believed that in most of the cases the primary cause
ter may safely be attributed to other reasons. Many were the
sequence of mismanagement, over-capitalization or ill-advised
on. A majority of the roads were weighed down with heavy
indebtedness, and an investigation of the reports filed with the
sion and of the best authorities available for the years pre-
the creation of the Commission discloses that only 18 roads
the entire 156 had paid any dividend to their stockholders,
30 to the present date, or since their organization if subse-
1880, their entire net earnings in prosperous times being
adequate to pay the interest on their indebtedness and other
arges. Many of these roads, therefore, were placed in the
receivers, and in several cases on application of the manage-
the roads themselves, when the first effect of the commercial
ncial depression was felt in the depletion of traffic and conse-
ss of earnings. In some cases the application for the appoint-
receivers was made before any great loss of traffic had obtained,
by inability to renew loans on account of the stringency of
They were in fact in a condition to fail at the first breath of
y.

ason for this condition is undoubtedly over-capitalization. It
rious fact that many of the lines now in the hands of receivers
italized out of all reasonable proportion to the actual cost of
erties. Until there is some practical restriction upon the cap-
n of railway properties at fictitious values, there must still
to be nondividend-paying stock, defaulted interest on bonds,
ships, and foreclosure sales. It is worthy of special mention
1 of the 156 roads is located in the New England group, where
er of capitalization of roads is largely under the control of the
nmissions.

elieved that another reason for the present condition is ill-
projection and construction. Roads have been built for specu-

lative purposes when the business of the locality did not warrant or demand them, and was found insufficient to support them when constructed. This condition has led to another source of trouble, ruinous competition, and the tendency to such competition has been greater during the period of depression than in prosperous times. The endeavor to obtain traffic has led to such fierce competition that the revenue to be derived from it and the cost of handling it have been secondary considerations, and it is probable that a large amount of competitive traffic has been handled at such low rates that it became a source of loss rather than of revenue.

In 1892 the average rate per passenger per mile was 2.126 cents, and the average rate per ton per mile .898 cent, as against 2.108 cents per passenger per mile and .878 cent per ton per mile in 1893. To illustrate the effect of even this slight reduction in average rates, it may be stated that on the basis of the traffic of 1893 it caused a decrease in revenue of the railways of over $21,000,000. Considering the magnitude of the railway system this is a small amount, but it is sufficient to pay interest at the rate of 4 per cent on two-thirds of the amount of funded debt upon which no interest was paid in that year.

In order to ascertain to what extent the traffic of the railways has been affected by the business depression, comparative traffic data have been compiled for the years ending June 30, 1893 and 1894, for 570 roads. This includes all roads whose reports for the year ending June 30, 1894, had been filed up to November 23, 1894, and covers an operated mileage of 149,559.21 miles. The number of passengers carried was 505,285,446, and the number of passengers carried one mile was 12,899,936,578, as compared with 555,918,603 passengers carried and 12,873,272,594 passengers carried one mile by the same roads for the year ending June 30, 1893; and the number of tons carried was 571,955,942, and the number of tons carried one mile was 70,426,344,965, as compared with 687,561,865 tons carried and 84,968,987,747 tons carried one mile by the same roads for the year ending June 30, 1893. These figures show the decrease in traffic for 1894.

It has been stated that the steady decrease in rates during the past few years has been made possible by the constant increase in traffic. The fact, then, that regardless of the large decrease in volume of traffic during the year ending June 30, 1894, the rates continued to decline, must be accepted as an indication of unusually sharp competition during that year. The average receipts per passenger per mile for 1894 were 1.976 cents, as compared with 2.108 cents for 1893, and the average receipts per ton per mile were .866 cent, as compared with .878 cent for 1893. An illustration of the effect of the slight decrease in average rates from 1892 to 1893 on the bases of the traffic for the latter year was shown above. Applying the same formula to the traffic for 1894, it is found that the maintenance of 1893 average rates would have increased the revenues of the railways in 1894 $25,479,080, or 4 per cent on

by the averages above stated. It is believed, and the above figures show, that if the railways all lived up to the spirit of the law, and reasonable rates had been maintained, that although many of the disasters could not have been averted on account of other causes referred to, the revenue from the traffic for the past year would have been more nearly adequate to meet the fixed responsibility of the roads, and the extent of disaster much less.

STATISTICS OF RAILWAYS.

MILEAGE.

The report of the Statistician to the Commission for the year ending June 30, 1893, contained in Appendix G, shows that the total mileage of railways in the United States on June 30, 1893, was 176,461.07, being an increase during the year of 4,897.55. The corresponding increase during the previous year was 3,160.78, from which it appears that there is some revival in railway construction during the year covered by the report. The State of Washington leads in construction, with 556.32 miles; Montana shows an increase of 409.66 miles; West Virginia of 201 miles, and Texas of 298.97 miles. The other States which show increase in mileage in excess of 100 miles are California, Florida, Indiana, Michigan, Minnesota, Missouri, New York, Ohio, Pennsylvania, Wisconsin, and Wyoming. The States of Kansas, Oregon, the Territory of New Mexico, and the District of Columbia show a slight decrease in mileage, due to remeasurement of main lines or abandonment of small unimportant lines. The number of roads abandoned during the year was 19. The total length of line, including all tracks, is 230,137.27, which includes 10,051.36 miles of second track and 3,340 miles of yard track and sidings.

easily subjected to classification. The tendency toward some form of consolidation during the year has been quite marked; 28 roads, representing 749.87 miles, have been merged; 20 roads, representing 1,732.79 miles, have been reorganized; and 16 roads, representing 1,469.19 miles, have been consolidated. These items are higher than the corresponding items of the previous year. A classification of railways according to length of line operated shows that there are 42 companies in the United States having a mileage in excess of 1,000 miles; 26 companies operating a mileage between 600 and 1,000 miles; 23 companies operating a mileage between 400 and 600 miles; 41 companies operating a mileage between 250 and 400 miles; and 902 companies operating a mileage of 250 miles or less. The total length of line controlled by the 42 companies operating an excess of 1,000 miles was 98,385.54, being equal to 55.78 per cent of the total mileage of the country. The second class of roads controlled 11.20 per cent of total mileage, from which it appears that 68 companies controlled 66.98 per cent of the total railway mileage.

CAPITALIZATION AND VALUATION.

The aggregate of property classified as railway capital was on June 30, 1893, $10,506,235,410, which shows railway capital equal to $63,421 per mile of line. The amount of stock outstanding was $4,668,935,418, of which $3,982,009,602 was common stock, the remainder, $686,925,816, being preferred stock. The funded debt outstanding was $5,225,689,821, classified as follows: Mortgage bonds, $4,504,383,162; miscellaneous obligations, $410,474,647; income bonds, $248,132,730, and equipment trust obligations, $62,699,282. The amount of investment in the railway securities has increased during the year from $1,391,457,053 to $1,563,022,233, being an increase of $171,565,180.

The amount of stock paying no dividends during the year was $2,859,334,572, being 61.24 per cent of the total stock outstanding. Of stocks paying dividends, 5.25 per cent of the aggregate stock paid from 4 to 5 per cent, 11.62 per cent paid from 5 to 6 per cent, 5.24 per cent paid from 6 to 7 per cent, and 5.32 per cent paid from 7 to 8 per cent. The total dividends paid was $100,929,885. The amount of mortgage bonds paying no interest was $492,276,999, or 10.93 per cent of the total or mortgage bonds, and the amount of income bonds paying no interest was $204,864,269, or 82.56 per cent of the total of income bonds.

PUBLIC SERVICE.

The total number of passengers carried during the year ending June 30, 1893, was 593,560,612. Passenger mileage during the same year was 14,229,101,084. The average journey per passenger was 23.97 miles. The number of tons of freight reported by the railways for the year was 745,119,482. Ton mileage was 93,588,111,833. The average

number of tons in a train was 183.97, and the average haul per ton for the entire country was 125.60 miles. Passenger-train mileage was 35,618,770, and freight-train mileage 508,719,506.

EARNINGS AND EXPENSES.

The gross earnings from operation of the railways of the United States for the year ending June 30, 1893, was $1,220,751,874, being an increase of $49,344,531 over gross earnings reported of the previous year. Operating expenses during the year were $827,921,299, being an increase of $46,923,303 over the previous year. The income from investments reported by the railways was $149,649,615, while deductions on account of fixed charges and other analagous items were $431,422,156. The final net income available for dividends was $111,058,034, being a sum less than the corresponding amount for the previous year of $4,907,157. After deducting from this amount the dividends paid, the income account of railways in the United States for the year shows a surplus of $8,116,745, which is less than the surplus of the previous year by $5,919,311. The complete report shows a full income account for each of the ten territorial groups into which the country is divided. The gross amount received from carrying passengers was $301,491,816; from carrying mail, $28,445,053, and from carrying express matter, $23,631,394. The gross amount received for carrying freight was $829,053,861. The passenger service accounts for 29.49 per cent of the earnings from operation, and the freight service for 68.23 per cent of such earnings.

EQUIPMENT.

The total number of locomotives on June 30, 1893, was 34,788, being an increase of 1,652 during the year. Of these, 8,957 were passenger locomotives, 18,599 freight locomotives, and 4,802 switching locomotives, the remainder being unclassified. The total number of cars owned by the carriers making report was 1,119,878, to which should be added 154,068 leased cars, making a total of 1,273,946 cars operated directly by the carriers. This shows an increase in the number of cars directly controlled of 58,854 during the year. Of the total number of cars, 31,384 were in the passenger service, and 1,047,577 in the freight service. The number of passengers carried per passenger locomotive was 66,268, and the number of passenger miles per passenger locomotive was 1,588,601. These figures show an increase in the efficiency of passenger locomotives. The number of tons of freight carried per freight locomotive was 40,062, and the number of ton-miles accomplished per freight locomotive was 5,031,889. These figures show no change in the efficiency of freight locomotives as compared with previous years. The number of passenger cars per 1,000,000 passengers carried was 53, and the number of freight cars per 1,000,000 tons of

freight carried was 1,613. The increase in equipment fitted with train brakes, or automatic couplers, as compared with the increase in equipment itself, is not so marked as in the previous year. Thus, from a total increase in equipment during the year ending June 30, 1893, of 60,506 the increase in equipment fitted with train brakes was 42,158, and the increase in equipment fitted with automatic coupler was 77,904.

EMPLOYEES.

The total number of employees in the service of railways on June 30, 1893, was 873,602, being an increase of 52,187. Of this total of employees 35,384 are assigned to the work of general administration, 256,212 to maintenance of way and structures, 175,464 to maintenance of equipment, and 397,915 to conducting transportation, the remainder, 8,627, being unclassified by the carriers making report. If the employees be assigned to mileage, it appears that 515 men found employment in the railway industry in the United States per 100 miles of line, 21 being assigned to general administration, 151 to maintenance of way and structures, 103 to maintenance of equipment, and 234 to conducting transportation.

RAILWAY ACCIDENTS.

The number of railway employees killed during the year was 2,727, being greater by 173 than those killed during the previous year. The number of employees injured was 31,729, being greater by 3,462 than the number injured the previous year. The number of passengers killed during the year was 299, being less by 77 than the number killed the previous year, and the number injured was 3,229, being 2 in excess of the number injured the previous year.

Of the total number of deaths to employees on account of railway accidents, 433 were due to coupling and uncoupling cars, 644 to falling from trains and engines, 73 to overhead obstructions, 247 to collisions and 153 to derailments, the remainder being due to causes not so clearly defined. An assignment of casualties to the opportunity offered for accidents shows 1 employee to have been killed for every 320 men employed, and 1 to have been injured for every 28 men employed. The most dangerous service is that of trainmen, and for these the statistics show one employee to have been killed for every 115 trainmen, and 1 employee to have been injured for every 10 engaged in this service. A similar comparison shows 1 passenger to have been killed for each 1,985,153 passengers carried, or for each 47,588,966 passenger miles accomplished, and 1 passenger injured for each 183,822 passengers carried, or for each 4,406,659 passenger miles accomplished. An assignment of accident statistics to the territorial groups shows great diversity in the relative safety of travel and railway employment in the various sections of the country.

CONCLUSION.

Mention is made in the report of an important step toward the realization of uniformity in railway accounts, in that the Commission has, with the assistance of the Association of American Railway Accounting Officers, revised the classification of operating expenses.

Another subject of interest touched upon in the report is the necessity of compiling freight statistics more fully than at present is the case. The statistician also renews the recommendations made in previous reports to the effect that the act be amended so that express companies, companies or persons owning rolling stock leased to railways or shippers for use in interstate commerce, companies or persons owning depot properties (stock yards, elevators, and the like) used by railways for interstate traffic, and carriers by water lines shall be required to render appropriate reports to the Commission.

PRELIMINARY INCOME ACCOUNT.

In addition to the statistics given above, covering the year ending June 30, 1893, a preliminary income account covering the operations of 570 roads, for the year ending June 30, 1894, has been compiled and is made a part of this report, being contained in Appendix H. It includes the returns form all roads for which reports were filed on or before November 23, 1894, and covers an operated mileage of 149,559.21 miles. A similar report was prepared the two years previous and distributed in pamphlet form to meet the demand of the public for early statistics regarding the operations of railways. This report has been so much sought after and so favorably received that it has been thought advisable to continue its compilation and publication. It is of especial interest this year, as it discloses the effect of the commercial and financial depression, through which the country has been passing, on the revenue and traffic of the railways. It will be noted that the operations of about 15 per cent of the mileage of the country are not included in this account for the reason that the reports for many roads had not been filed by the date (November 23, 1894) on which it was necessary to close this compilation. In this connection it seems proper to again renew the recommendation made in previous reports as to the necessity for such amendment of the act as will secure a prompt filing of reports from the railways.

SAFETY APPLIANCES ON RAILWAY EQUIPMENT.

Reference was made in the last report of the Commission to the enactment of the safety-appliance act, and statistics were given showing the extent to which the railway equipment of the country had been fitted with such safety appliances prior to the date of the act and up to June 30, 1892.

In Appendix F will be found a similar compilation to that presented in the preceding report, covering the years ending June 30, 1889, 1890, 1891, 1892, and 1893, and showing the total railway equipment, the equipment fitted with train brakes and with automatic couplers, together with a statement of the number of passengers carried, the number of employees, and the number of accidents to each.

The increase in equipment, meaning locomotives and cars, during the year ending June 30, 1893, was 60,506; the increase in such equipment fitted with train brakes was 42,158, and the increase in the number fitted with automatic couplers was 77,904. The figures in the Appendix do not show the measure of compliance by the railways with the provisions of the safety-appliance act, since the latest figures given are for the year ending June 30, 1893, and the act was not passed until March 2, 1893. As the date on which all equipment must be fitted with train brakes and automatic couplers is July 1, 1898, sufficient time is allowed for the changes necessary to be made to comply with the provisions of the act in these respects. It is stated that all new cars ordered are being supplied with automatic couplers, while a very large proportion of new equipment is being fitted with train brakes.

To show the extent to which the different classes of equipment had been fitted with safety appliances up to June 30, 1893, it may be stated that 98.50 per cent of passenger locomotives, 75.59 per cent of freight locomotives, 56.83 per cent of switching locomotives, 97.38 per cent of passenger cars, and 19.13 per cent of freight cars are fitted with train brakes; 29.47 per cent of passenger locomotives, 3.52 per cent of freight locomotives, 2.54 per cent of switching locomotives, 97.01 per cent of passenger cars, and 21.89 per cent of freight cars are fitted with automatic couplers. On the basis of the whole equipment, it appears that 79.51 per cent of the locomotives and 21.30 per cent of the cars are fitted with train brakes, and 11.31 per cent of the locomotives and 24.99 per cent of the cars are fitted with automatic couplers.

The number of different kinds of train brakes in use on June 30, 1893, was 15, and the kinds of couplers, without any attempt to classify by the type to which they belong, numbered 55.

As stated in the last report, communications from the leading railroads show that the requirement of the law in regard to the establishment of a uniform height of drawbars on or before July 1, 1895, is meeting prompt acquiescence. The law also provides that hand holds shall be placed at the sides of each freight car by the date last mentioned.

The statistics of accidents which appear in detail in the Appendix show 1 passenger killed for ever 1,985,153 carried, and 1 injured for every 183,822, a smaller ratio of fatal casualties than in any year for which the data have been compiled by the Commission. The ratio of injuries not resulting fatally is also less than for the two years preceding, but greater than in 1889 or 1890. The ratio of casuality to railway employees was 1 killed for every 320 employed, and 1 injured for every

The extra hazard of employees on trains is shown by the fact that 1 was killed for every 115 in service, and 1 injured for every 10 so employed. These ratios have remained nearly stationary for the three years prior to July, 1893, and it is not probable that they will be materially lessened until under the operation of the law greater uniformity, especially in regard to couplers, is attained.

CONVENTION OF RAILROAD COMMISSIONERS.

The sixth annual convention of Railroad Commissioners was held May 8 and 9, 1894, at the office of the Commission, at which seventeen States were represented by their commissioners or by accredited representatives.

Hon. George M. Woodruff, of Connecticut, was again chosen chairman, with Hon. Allen Fort, of Georgia, vice-chairman, and the secretary of the Interstate Commerce Commission, secretary.

Reports were read and a general interchange of views was had upon the subjects of pooling of freight and division of earnings, uniform classification of freight, abuses caused by use of shippers's cars in railway equipment, railway statistics, and accounts.

Propositions for legislation to prevent trespassing on railways by walking on the track, and to require the blocking of frogs, switches, and guard rails, were discussed at length.

A paper on "Stock and Debt Watering," by Hon. George G. Crocker, formerly of the Massachusetts railroad commission, was read and made a part of the record of the convention.

A communication from Mr. E. P. Wilson, representing the National Transportation Association, on the subject of "The Harmonizing of State and Federal Legislation in the Regulation of the Business of Common carriers," was read, and after discussion the following resolution was adopted:

Resolved, That a committee of three members be appointed by the chair to consider and report at this session concerning measures necessary to be taken in regard to pending and needed legislation in Congress upon the subject of interstate transportation, and that this committee have power to confer with representatives of other bodies.

The interest in these conventions is increasing, and with the purpose of making their proceedings still more instructive and valuable, the last convention adopted the plan of selecting subjects for discussion at future meetings through committees.

A complete report of this convention has been published and sent to all members of Congress and others.

GOVERNMENT-AIDED RAILROAD AND TELEGRAPH LINES.

In performance of the duty imposed upon the Commission in regard to Government-aided railroad and telegraph lines—act of Congress *August 7, 1888; chapter 72, Acts of Fifty-first* Congress; United

States Statutes at Large, page 382—the Commission served blanks for the purpose of making annual reports upon the following companies: The Sioux City and Pacific Railroad Company, the St. Joseph and Grand Island Railroad Company, the Western Union Telegraph Company, the United States Telegraph Company, the Atchison, Topeka and Santa Fé Railroad Company, the St. Louis and San Francisco Railway Company, the Northern Pacific Railroad Company, the Oregon and California Railroad Company, the Southern Pacific Company, the Union Pacific Railway Company, the Central Pacific Railroad Company, the Atlantic and Pacific Railroad Company.

With the exception of the St. Louis and San Francisco Railway Company, the Atchison, Topeka and Santa Fé Railroad Company, the United States Telegraph Company, the Western Union Telegraph Company, and the Atlantic and Pacific Railroad Company the companies have furnished the information required. The Attorney-General has been notified of the failure on the part of these companies to comply with the law.

RECAPITULATION OF RECOMMENDATIONS FOR AMENDMENT OF THE STATUTE.

(1) That power be conferred upon the Commission to prescribe minimum as well as maximum rates.

(2) That section 3 of the statute be amended so as to provide a procedure for the establishment of through routes and through rates similar to that outlined on pages 59 and 60 of this report.

(3) That the Commission be directed to prescribe a uniform classification of freights and change the same from time to time as, after investigation may appear necessary, and that the carriers be required by suitable provision to conform to such classification.

(4) That for the purpose of preventing overcharges and undercharges for interstate transportation the act be amended so as to connect the contract of shipment and its performance by carriers with their duty to charge or receive only such rates as have been put in force according to law, and a provision similar to that set forth on pages 47 and 48 of this report is suggested.

(5) That the procedure provided in the statute for enforcement of orders of the Commission be amended as suggested in former reports.

(6) That mutilation, destruction, or removal of any tariff, or schedule of rates, fares, or charges, posted by any carrier subject to the statute as in force over its line, be made a misdemeanor punishable by suitable fine.

(7) That corporations subject to the act be made liable to indictment for offenses against the statute; and that the present provisions subjecting individuals engaged in railway service to punishment by fine or imprisonment for prohibited acts be retained, but that shippers, consignees, and individuals not connected with railway employment be relieved from liability to fine and imprisonment under section 10, except

such fraudulent acts as false billing, false classification, false weigh-
false representation of the contents of the package, or false report
reight.

) That a law be enacted allowing appeals or writs of error on
lf of the Government in penal cases which involve construction
e Constitution of the United States, or in which a demurrer to the
tment has been sustained, or motion in arrest of judgment granted.

That the word "line" when used in the act shall be construed to
hysical line, not a business arrangement, and the words "any
n carrier" as used in the act shall be construed to mean one or
han one common carrier, as in the application of the law may
to be required.

That any amendment of the fifth section or antipooling clause
law shall be in accordance with the suggestions and recom-
ions stated under the head of "Pooling of freights and division
ings" in this report.

That the provisions of the act be made to apply to all trans-
n of interstate commerce over rail or rail and water lines, and
ommon carriers, corporations, companies, firms, and persons in
engaged in such transportation, or owning lines, cars, yards,
erties used in connection therewith.

That section 20 of the act be amended so as to fix the time
which carriers, corporations, companies, or persons subject to
isions shall make and file annual reports with the Commission,
noney penalty for failure to file such report within the time
ed, and also provide for the enforcement and collection of such
; that this section be further amended so as to require such
to be verified by oath before an officer therein specially author-
dminister such oath, and that any person making oath to any
tement in any such report shall be liable to indictment and
n for perjury.

dition to the recommendations for amendment above specified,
is respectfully called to the various considerations set forth
dy of this report as demonstrating the necessity for legisla-
n. We also beg to refer to the suggestions herein made in
legislation authorizing the Commission to investigate threat-
r contests on railways, and to require annual reports from
mpanies whose business is closely related to that of trans-

hich is respectfully submitted.

WM. R. MORRISON.
W. G. VEAZEY.
MARTIN A. KNAPP.
J. C. CLEMENTS.
J. D. YEOMANS.

APPENDICES.

Page.

A—Names and Compensation of all Employés, together with a Statement of Appropriations and Expenditures 83
B—Points Decided by the Commission since its Organization 93
C—Prayer of Petition, Motion and Order in Interstate Commerce Commission *v.* Cincinnati, New Orleans and Texas Pacific Railway Company et al 201
D—Opinion and Orders of the Commission in the Matter of Form and Contents of Rate Schedules, etc 207
E—Government Ownership of Railroads 219
F—Comparative Statement of Equipment, Equipment Fitted with Train Brake and Automatic Coupler, and Accidents to Passengers and Employés for the Years Ending June 30, 1889, to 1893, inclusive 237
G—Statistics of Railways in the United States, Report for Year Ending June 30, 1893 241
H—Preliminary Income Account of Railways in the United States for the Year Ending June 30, 1894 243

APPROPRIATION, STATEMENT OF EXPENDITURES AND PERSONS EMPLOYED BY THE COMMISSION.

STATEMENT OF APPROPRIATION AND AGGREGATE EXPENDITURES FOR THE INTERSTATE COMMERCE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30, 1894.

Sundry civil act, March 3, 1893.—For salaries of Commissioners, as provided by the "Act to regulate commerce"..	$37,500.00	
For salary of secretary, as provided by the "Act to regulate commerce"	3,500.00	
		$41,000.00
For all other necessary expenditures to enable the Commission to give effect to and execute the provisions of the "Act to regulate commerce.		184,000.00
		225,000.00
Amount paid as salaries to Commissioners and secretary (Commissioner James W. McDill having died February 28, 1894, and Commissioner J. D. Yeomans having been appointed May 2, 1894)	$39,715.43	
Amount expended for all other purposes	169,534.93	
		209,250.36
Unexpended balance June 30, 1894		15,749.64
MEMORANDA.—The unexpended balance given comprises the amount of appropriation for salaries of Commissioners unexpended (due to death above)		1,284.57
And amount of appropriation for all other purposes unexpended		14,465.07
		15,749.64

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30, 1894.

Salaries of Commissioners and secretary (one Commissioner having died February 28, 1894, and one Commissioner having been appointed May 2, 1894)		$39,715.43
Employés:		
One auditor, 12 months, at $250 per month	$3,000.00	
One statistician, 12 months, at $208.33⅓ per month	2,500.00	
One assistant secretary, 12 months, at $166.66⅔ per month	2,000.00	
One assistant auditor, 12 months, at $166.66⅔ per month.	2,000.00	
One assistant statistician, 12 months, at $166.66⅔ per month	2,000.00	
Two clerks, 12 months, at $166.66⅔ per month	4,000.00	
One clerk, 1½ months and 9 days, at $166.66⅔ per month.	298.36	
One special employé, 5½ months and 8 days, at $150 per month	863.70	
One clerk, 12 months, at $137.50 per month	1,650.00	
Nine clerks, 12 months, at $125 per month	13,500.00	
One clerk, 2 months, at $125 per month	250.00	

Employés—Continued.

Two clerks, 12 months, at $116.66⅔ per month	$2,800.00
One clerk, 11 months and 14 days, at $116.66⅔ per month	1,337.82
Two clerks, 12 months, at $108.33⅓ per month	2,600.00
Thirty-nine clerks, 12 months, at $100 per month	46,800.00
Two clerks, 11½ months and 13 days, at $100 per month	2,383.86
One clerk, 11½ months and 12½ days, at $100 per month	1,190.31
One clerk, 11½ months, at $100 per month	1,150.00
One clerk, 11 months, at $100 per month	1,100.00
One clerk, 8 months and 2½ days, at $100 per month	808.05
One clerk, 7 months, at $100 per month; 7 days, as $75 per month	717.50
One clerk, 6½ months and 8 days, at $100 per month	675.80
One clerk, 6 months, at $100 per month	600.00
One clerk, 5½ months and 4 days, at $100 per month	562.89
One clerk, 5 months and 7 days, at $100 per month	522.58
One clerk, 5 months, at $100 per month	500.00
One clerk, 3½ months and 1 day, at $100 per month	353.22
One clerk, 2 months and 10½ days, at $100 per month	234.99
One clerk, 2 months, at $100 per month	200.00
Two clerks, ½ month, at $100 per month	100.00
One clerk, 12 months, at $91.66⅔ per month	1,100.00
One clerk, 2 months, at $85 per month	170.00
Two clerks, 12 months, at $83.33⅓ per month	2,000.00
Three clerks, 6 months, at $75 per month; 6 months at $83.33⅓ per month	2,850.00
Seven clerks, 12 months, at $75 per month	6,300.00
One clerk, 11½ months and 9 days, at $75 per month	884.27
One clerk, 11½ months and 6 days, at $75 per month	877.01
One clerk, 11 months and 12 days, at $75 per month	854.03
One clerk, 10½ months and 4 days, at $75 per month	797.17
One clerk, 10½ months and 2 days at $75 per month	792.33
One clerk, 10 months, at $75 per month	750.00
One clerk, 9 months and 12 days, at $75 per month	705.00
One clerk, 8½ months and 7 days, at $75 per month	654.43
One clerk, 5 months and 12 days, at $75 per month	404.03
One clerk, 5 months and 6 days, at $75 per month	389.51
One clerk, 3 months and 13 days, at $75 per month	256.45
One clerk, 3 months and 10 days, at $75 per month	249.19
One clerk, 2 months and 4 days, at $75 per month	160.00
One clerk, 1½ months, at $75 per month; messenger, 10½ months, at $60 per month	742.50
One clerk, 1½ months, at $75 per month	112.50
One clerk, 1 month and 11 days, at $75 per month	101.61
One clerk, 1 month, at $75 per month	75.00
One clerk, ½ month and 15 days, at $75 per month	73.78
One clerk, ½ month, at $75 per month	37.50
Four messengers, 12 months, at $60 per month	2,880.00
One messenger, 1 month and 15 days, at $60 per month	89.03
One messenger, ½ month, at $60 per month	30.00
One messenger, 12 months, at $45 per month	540.00
One messenger, 12 months, at $30 per month	360.00
One typewriter, 12 months, at $90 per month	1,080.00
One typewriter, 12 months, at $75 per month	900.00
One typewriter, 7 months, at $75 per month; 5 months, at $70 per month	875.00

Employés—Continued.		
One typewriter, 7 months, at $75 per month; 5 months, at $60 per month	$825.00	
Two typewriters, 12 months, at $60 per month	1,440.00	
Stenography and typewriting:		
211 hours and 50 minutes, at 30 cents per hour	63.55	
150 folios, at 7 cents per folio	10.50	
80 folios, at 7 cents per folio	5.60	
307 folios, at 5 cents per folio	15.35	
		$127,149.42
Traveling expenses of the Commission from Washington, D. C., to Philadelphia, New York, Chicago, Columbus, St. Louis, Titusville, Lexington, Frankfort, Louisville, Birmingham, Memphis, Atlanta, Meridian, Coldwater, and New Orleans, at divers times, and to Buffalo, Providence, Bar Harbor, Waterloo, Cincinnati, Portland, San Francisco, Chattanooga, and Tuscaloosa, and other places, to make investigation (including expenses of the secretary and stenographer, when accompanying the Commission); also expenses of auditor, special agent, and law clerk, when traveling for the Commission; also extra clerks and stenographer sometimes engaged at places of investigation:		
Railway fares and accommodations while traveling, transportation of baggage, and omnibus fares	1,821.66	
Hotel bills and meals en route	1,128.02	
Stationery and necessary messenger service, extra clerks and stenographers	70.44	
Rent of room at New York	10.00	
		3,030.12
Rent for offices, fifth, sixth, and seventh floors, three rooms on eighth floor and cellar (this charge includes heating, watchman, elevator and water service)		11,779.92
Desks, chairs, tables, stools, book cases, and filing cases		251.78
Printing reports, decisions, circulars, orders, blanks, and stationery		17,742.86
Railway and law books		258.98
Investigations and prosecutions of violations of law		5,450.00
Advertising		57.58
Telegrams		167.93
Janitor, ice, carrying mail, stamps, expressage, and incidental expenses		3,646.34
Total amount of expenditures from July 1, 1893 to June 30, 1894		209,250.36

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30, 1894.

Name.	Office.	Whence appointed.	Time employed.	Salary per month.
C. Curtice McCain	Auditor	New York	1 year	$250.00
Henry C. Adams	Statistician	Michigan	do	208.33⅓
Martin S. Decker	Assistant secretary	New York	do	166.66⅔
Jesse M. Smith	Assistant auditor	Alabama	do	166.66⅔
Stephen C. Mason	Assistant statistician	Vermont	do	166.66⅔
A. G. Safford	Clerk	District of Columbia	do	166.66⅔
Lewellyn A. Shaver	do	Alabama	do	166.66⅔
Henry Talbott[1]	do	Illinois	1⅓ months 9 days	166.66⅔
Frank G. Kretschmer[2]	Special agent	South Dakota	5⅓ months 8 days	150.00
George T. Roberts	Clerk	Vermont	1 year	137.50
Edward L. Pugh	do	Alabama	do	125.00
Geo. A. C. Christiancy	do	Colorado	do	125.00
William Moore Hatch	do	Vermont	do	125.00
Bloom D. Chapman	do	New York	do	125.00
Frank Lyon	do	Virginia	do	125.00
Daniel M. Wood	do	New York	do	125.00
J. Howard Fishback	do	District of Columbia	do	125.00
John J. McAuliffe	do	New Hampshire	do	125.00
Samuel W. Briggs	do	Iowa	do	125.00
Russell MacCarthy[1]	do	New York	2 months	125.00
Harry Newcomb	do	Michigan	1 year	116.66⅔
John B. Lybrook	do	Virginia	do	116.66⅔
Walter E. Burleigh	do	New Hampshire	11 months 14 days	116.66⅔
William Holliday Denlinger.	do	Illinois	1 year	108.33⅓
Robert Grosvenor Batten.	do	Georgia	do	108.33⅓
Harry G. Morison	do	New York	do	100.00
Thomas Jackson, jr	do	do	do	100.00
Nathan C. Munroe	do	Georgia	do	100.00
Willoughby S. Chesley	do	Maryland	do	100.00
Albert E. Furniss	do	Connecticut	do	100.00
Arthur D. Marshall	do	Oregon	do	100.00
Robert E. Lewis	do	District of Columbia	do	100.00
Jack F. Moss	do	Mississippi	do	100.00
Edward B. Blizzard	do	West Virginia	do	100.00
George M. Crosland	do	South Carolina	do	100.00
Frederick P. Russell	do	Massachusetts	do	100.00
Robert F. McMillan	do	District of Columbia	do	100.00
John A. Shearer	do	Pennsylvania	do	100.00
Silas C. Robb	do	Kansas	do	100.00
John T. Marchand	do	Pennsylvania	do	100.00
John H. Tilton	do	New Jersey	do	100.00
James S. Fitzhugh	do	Texas	do	100.00
Edward C. Spofford	do	Idaho	do	100.00
William Connolly	do	North Dakota	do	100.00
Edwin Tarrisse	do	Pennsylvania	do	100.00
Albin B. Veazey	do	Vermont	do	100.00
John F. Dwyer	do	Massachusetts	do	100.00
D. J. Canty	do	Illinois	do	100.00
Walter Norris	do	New Jersey	do	100.00
Louis W. Perkins	do	Louisiana	do	100.00

[1] Resigned. [2] Died.

'AL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30, 1894—Continued.

Name.	Office.	Whence appointed.	Time employed.	Salary per month.
'. Smith	Clerk	New York	1 year	$100.00
Anderson	do	Indiana	do	100.00
A. King	do	New York	do	100.00
Hays Perry	do	New Jersey	do	100.00
D. Boal	do	Pennsylvania	do	100.00
Walker	do	Iowa	do	100.00
ris	do	Colorado	do	100.00
M. Graney	do	New York	do	100.00
McConville	do	Ohio	do	100.00
ton Vann	do	Florida	do	100.00
G. Blount	do	Georgia	do	100.00
a Blumenberg	do	California	do	100.00
L. Kondrup	do	District of Columbia	do	100.00
ld H. Davis	do	North Carolina	do	100.00
ber Johnston	do	Kentucky	11½ months 13 days	100.00
H. Young	do	Missouri	do	100.00
Grigsby	do	Kentucky	11½ months 12½ days	100.00
L. Scott[1]	do	Iowa	11½ months	100.00
Hess[1]	do	Ohio	11 months	100.00
H. Dingley[1]	do	Maine	8 months 2½ days	100.00
illam	do	Arkansas	7 months	100.00
o	do	do	7 days	75.00
Hall Hanson[1]	do	New Hampshire	6⅓ months 8 days	100.00
B. Chappell[1]	do	Maryland	6 months	100.00
m H. Millikin[1]	do	Tennessee	5⅓ months 4 days	100.00
erry[1]	do	Arkansas	5 months 7 days	100.00
Towle[1]	do	Massachusetts	5 months	100.00
T. Merry[1]	do	Michigan	3⅓ months 1 day	100.00
S. Carter[1]	do	Massachusetts	2 months 10½ days	100.00
A. Haralson[1]	do	Georgia	2 months	100.00
rick O. Roman[1]	do	District of Columbia	½ month	100.00
H. Matthews[1]	do	Maine	do	100.00
D. Nixon	do	Oklahoma	1 year	91.66⅔
W. Hess[1]	do	Illinois	2 months	85.00
H. Clipper	do	Maryland	1 year	83.33⅓
m D. Catlett[1]	do	West Virginia	do	83.33⅓
S. Milstead	do	Virginia	6 months	83.33⅓
Do	do	do	do	75.00
m L. Richmond	do	District of Columbia	do	83.33⅓
Do	do	do	do	75.00
m W. Chance	do	Illinois	do	83.33⅓
Do	do	do	do	75.00
C. Bowen	do	District of Columbia	1 year	75.00
F. Clark	do	Pennsylvania	do	75.00
J. Renick	do	Georgia	do	75.00
Burr	do	Montana	do	75.00
L. Murphy	do	Louisiana	do	75.00
les Eugene Foote	do	Ohio	do	75.00
Matthews	do	Tennessee	do	75.00
A. Cochran	do	New Jersey	11½ months 9 days	75.00
lad Stevenson	do	South Carolina	11½ months 6 days	75.00
rt Washington	do	Virginia	11 months 12 days	75.00

[1] *Resigned.*

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30, 1894—Continued.

Name.	Office.	Whence appointed.	Time employed.	Salary per month.
Zeb Vance Harris	Clerk	North Carolina	10½ months 4 days.	$75.00
Harry A. Bigley	do	District of Columbia	10½ months 2 days.	75.00
Walter W. Scott	do	Virginia	10 months	75.00
George I. Thomas	do	Georgia	9 months 12 days.	75.00
J. B. Fitzgerald	do	do	8½ months 7 days.	75.00
John S. Copeland	do	Arkansas	5 months 12 days.	75.00
Raymond Loranz	do	Iowa	5 months 6 days.	75.00
James C. Jemison	do	Delaware	3 months 13 days.	75.00
N. E. Wilson	do	Wisconsin	3 months 10 days.	75.00
William M. Barrow	do	Tennessee	2 months 4 days.	75.00
Richmond F. Bingham	do	New Hampshire	1½ months	75.00
Do	Messenger	do	10½ months	60.00
Fayette Johnson[1]	Clerk	Michigan	1½ months	75.00
Ben Pettigrew Foster	do	South Carolina	1 month 11 days.	75.00
Samuel D. Sterne	do	Iowa	1 month	75.00
James D. Carhart[1]	do	Oregon	½ month 15 days.	75.00
Pearson F. Marsh	do	Ohio	½ month	75.00
M. D. L. Harden	Messenger	Kansas	1 year	60.00
James H. Lewis	do	District of Columbia	do	60.00
C. Lee Williams	do	do	do	60.00
Carlton R. Willett	do	Texas	do	60.00
Earl J. Decker	do	Nebraska	1 month 15 days.	60.00
Phocian Howard[1]	do	Illinois	½ month	60.00
Abram P. Worthington	do	Ohio	1 year	45.00
Frank C. Stratton	do	Kansas	do	30.00
William R. Mack	Typewriter	Michigan	1 year	90.00
Charles F. Gerry	do	Maryland	do	75.00
Eugene L. Gaddess	do	Virginia	7 months	75.00
Do	do	do	5 months	70.00
John C. C. Patterson	do	Maryland	7 months	75.00
Do	do	do	5 months	60.00
Edward D. Anderson	do	Missouri	1 year	60.00
Goldwin S. Patten	do	Maine	do	60.00

[1] Resigned.

LIST OF PERSONS EMPLOYED BY THE INTERSTATE COMMERCE COMMISSION DECEMBER 1, 1894.

Name.	Office.	Whence appointed.	Salary per month.
C. Curtice McCain	Auditor	Minnesota	$250.00
Henry C. Adams	Statistician	Michigan	208.33⅓
Martin S. Decker	Assistant secretary	New York	166.66⅔
Jesse M. Smith	Assistant auditor	Alabama	166.66⅔
Stephen C. Mason	Assistant statistician	Vermont	166.66⅔
Lewellyn A. Shaver	Clerk	Alabama	166.66⅔
A. G. Safford	do	District of Columbia	166.66⅔
John G. Taylor	Special employee	Missouri[1]	250.00
George T. Roberts	Clerk	Vermont	137.50
Edward L. Pugh	do	Alabama	125.00

[1] At rate of.

T OF PERSONS EMPLOYED BY THE INTERSTATE COMMERCE COMMISSION DECEMBER 1, 1894—Continued.

Name.	Office.	Whence appointed.	Salary per month.
A. C. Christiancy	Clerk	Colorado	$125.00
Moore Hatch	do	Vermont	125.00
). Chapman	do	New York	125.00
Lyon	do	Virginia	125.00
M. Wood	do	New York	125.00
McAuliffe	do	New Hampshire	125.00
ard Fishback	do	District of Columbia	125.00
W. Briggs	do	Iowa	125.00
T. Newcomb	do	Michigan	116.66⅔
E. Burleigh	do	New Hampshire	116.66⅔
. Lybrook	do	Virginia	116.66⅔
Holliday Denlinger	do	Illinois	108.33⅓
Grosvenor Batten	do	Georgia	108.33⅓
G. Morison	do	New York	100.00
as Jackson, jr	do	do	100.00
n C. Munroe	do	Georgia	100.00
ughby S. Chesley	do	Maryland	100.00
rt E. Furniss	do	Connecticut	100.00
rt E. Lewis	do	District of Columbia	100.00
F. Moss	do	Mississippi	100.00
B. Blizzard	do	West Virginia	100.00
ge M. Crosland	do	South Carolina	100.00
erick P. Russell	do	Massachusetts	100.00
rt F. McMillan	do	District of Columbia	100.00
A. Shearer	do	Pennsylvania	100.00
C. Robb	do	Kansas	100.00
T. Marchand	do	Pennsylvania	100.00
H. Tilton	do	New Jersey	100.00
s S. Fitzhugh	do	Texas	100.00
rd C. Spofford	do	Idaho	100.00
n Tarrisse	do	Pennsylvania	100.00
m Connolly	do	North Dakota	100.00
B. Veazey	do	Vermont	100.00
F. Dwyer	do	Massachusetts	100.00
Canty	do	Illinois	100.00
W. Perkins	do	Louisiana	100.00
d C. Smith	do	New York	100.00
H. Anderson	do	Indiana	100.00
m A. King	do	New York	100.00
el Hays Perry	do	New Jersey	100.00
ge O. Boal	do	Pennsylvania	100.00
S. Walker	do	Iowa	100.00
Lewis	do	Colorado	100.00
P. Grigsby	do	Kentucky	100.00
rd M. Graney	do	New York	100.00
C. McConville	do	Ohio	100.00
gston Vann	do	Florida	100.00
h G. Blount	do	Georgia	100.00
m Blumenberg	do	California	100.00
bald H. Davis	do	North Carolina	100.00
y E. Kondrup	do	District of Columbia	100.00
etcher Johnston	do	Kentucky	100.00
les H. Young	do	Missouri	100.00
Kellam	do	Arkansas	100.00

LIST OF PERSONS EMPLOYED BY THE INTERSTATE COMMERCE COMMISSION DECEMBER 1, 1894—Continued.

Name.	Office.	Whence appointed.	Salary per month.
John D. Nixon	Clerk	Oklahoma	$91.66
John H. Clipper	do	Maryland	83.33
Harry S. Milstead	do	Virginia	83.33
Duncan L. Richmond	do	District of Columbia	83.33
William W. Chance	do	Illinois	83.33
Ervin C. Bowen	do	District of Columbia	75.00
Miles J. Renick	do	Georgia	75.00
F. H. Burr	do	Montana	75.00
James L. Murphy	do	Louisiana	75.00
W. W. Matthews	do	Tennessee	75.00
Haviland Stevenson	do	South Carolina	75.00
R. Wirt Washington	do	Virginia	75.00
Zeb Vance Harris	do	North Carolina	75.00
Harry A. Bigley	do	District of Columbia	75.00
Walter W. Scott	do	Virginia	75.00
George I. Thomas	do	Georgia	75.00
J. B. Fitzgerald	do	do	75.00
Charles Eugene Foote	do	Ohio	75.00
John S. Copeland	do	Arkansas	75.00
Raymond Loranz	do	Iowa	75.00
James C. Jemison	do	Delaware	75.00
William M. Barrow	do	Tennessee	75.00
Richmond F. Bingham	do	New Hampshire	75.00
Ben Pettigrew Foster	do	South Carolina	75.00
Samuel D. Sterne	do	Iowa	75.00
Pearson F. Marsh	do	Ohio	75.00
Gove S. Wilson	do	Delaware	75.00
Carlton R. Willett	do	Texas	75.00
Charles Bingham	do	Pennsylvania	75.00
J. D. McCafferty	do	do	75.00
George B. Chamberlin	do	Massachusetts	75.00
M. D. L. Harden	Messenger	Kansas	60.00
James H. Lewis	do	District of Columbia	60.00
C. Lee Williams	do	do	60.00
Earl J. Decker	do	Nebraska	60.00
Robert Sims	do	Illinois	60.00
Thomas C. Kelly	do	Iowa	60.00
Abram P. Worthington	do	Ohio	45.00
Frank Coe Stratton	do	Kansas	30.00
William R. Mack	Typewriter	Michigan	90.00
Charles F. Gerry	do	Maryland	75.00
Eugene L. Gaddess	do	Virginia	75.00
John C. C. Patterson	do	Maryland	75.00
Edward D. Anderson	do	Missouri	60.00
Goldwin S. Patten	do	Maine	60.00

APPENDIX B.

POINTS DECIDED BY THE COMMISSION SINCE ITS ORGANIZATION.

POINTS DECIDED BY THE COMMISSION SINCE ITS ORGANIZATION.

In re The Southern Pacific Railroad Company.

1. The Commission will not make an order for relief under the fourth section of the act to regulate commerce except upon verified petition and after investigation into the facts.

In re The Petition of the Order of Railway Conductors.
In re The Petition of the Traders' and Travelers' Union.

2. The Commission will not express opinions on abstract questions, nor on questions presented by *ex parte* statements of fact, nor on questions of construction of the statute presented for its advice but without any controversy pending before it on complaint of violation of law.

3. Where the question on which advice is sought is whether carriers subject to the act may now grant any particular right or privilege which they were accustomed to grant before, the carriers should, in the first instance, determine it for themselves, and if it is then complained that what they do violates the act, the question can be brought before the Commission on complaint, and it will then have jurisdiction to decide it.

In re Indian Supplies.

4. When under the statute the Government contracts for the delivery of the supplies needed for the Indian service, at New York and other points designated, and then advertises for bids for the transportation of the supplies from the points of delivery to the points where they are to be made use of, this transportation at the cost of the Government is "for the United States" within the meaning of section 22 of the act to regulate commerce, and is not required to be made at the regular published rates.

In re The Iowa Barbed Steel Wire Company.

5. The Interstate Commerce Commission has not been given authority to authorize the grant by railroad companies of special privileges to individuals or corporations, or to sanction such as are not in harmony with the act to regulate commerce, or to suspend that act for the benefit of particular industries.

6. Whether railroad companies ought to grant a particular special privilege which would not be illegal, the Commission would not undertake to say on *ex parte* application.

7. A petition was presented by a manufacturing corporation, which recited in substance that railroad companies had been accustomed to permit it to procure its raw material at a distance, manufacture its goods therefrom, and then ship the goods to a market at the same aggregate rate for transportation of both raw material and manufactured goods as would be charged had there been no stoppage in transit and no manufacture; that this privilege of manufacturing in transit was valuable to the corporation and to the community in which its business was located, and wronged no one; and petitioner prayed that it might be sanctioned by the Commission. But no authority to that effect having been conferred upon the Commission, the petition was dismissed.

In re The St. Louis Millers' Association.

8. The Commission reiterates that it has no authority to order or sanction the giving of special privileges.

9. "Milling in transit" having long been permitted by common carriers to millers at certain points, and a large quantity of "transits" being said to be out, which can be and are made use of to give millers at Minneapolis an advantage in rates over those at St. Louis, the Commission can not correct the wrong by giving or authorizing special rates to the St. Louis millers.

In re United States Commission of Fish and Fisheries.

10. The United States Commission of Fish and Fisheries being one of the agencies of Government, and the distribution of fish and fish eggs by it being made by authority of the Government, the transportation of the fish and fish eggs

so distributed falls within the exception contained in section 22 of the act to regulate commerce, and the rate is not governed by the published tariff.

11. The question of free transportation to employés and agents of the Commission and of the National Museum raised but not passed upon.

In re Export Trade of Boston.

12. It seems not to be illegal for railroad companies connecting Boston with western points to make the rates from such points to Boston upon grain and provisions for export as low as the rates to New York, although the rates upon like property for local consumption are higher to Boston than to New York, the distance being somewhat greater.
13. Reasons given why this may be a necessity of the situation.

In re Disabled Soldiers and Sailors.

14. Whether since the passage of the act to regulate commerce it is competent for the carriers subject to it to grant free transportation of persons to those who are proper subjects of charity, the Commission will not undertake to say, when no controversy is pending before it which raises the question

In re Annapolis, Washington & Baltimore R. R. Co. *et al.*

15. So far as a railroad company, whose line is entirely within one State, issues through bills of lading over its connecting lines to points in other States, and makes through rates, it falls under the provision of the Interstate Commerce Act.

The Missouri and Illinois Railroad Tie and Lumber Company *v.* The Cape Girardeau and Southwestern Railway Company.

16. The fact that the owner of merchandise which is offered to a carrier for transportation from one point to another in the same State intends to have it further transported by a second carrier into another State, does not make such first transportation interstate commerce, or render the carrier subject to the control of the Commission in respect to it, even though such first carrier may be informed of the ultimate destination of the merchandise.

In re Petition of the Louisville and Nashville Railroad Company.

17. When a railroad company claims that the circumstances and conditions of long and short hauls on its line are so dissimilar as to justify its making the greater charge on the shorter haul, the Commission will not on its petition decide upon the justice of its claim, but will leave it to take the initiative in fixing rates, and will decide upon their justice and propriety when complaint is made by persons or localities who consider themselves injured. On questions of statutory construction involved in such cases the Commission holds:
18. *First.* That the prohibition in the fourth section of the act to regulate commerce against a greater charge for a shorter than for a longer distance over the same line in the same direction, the shorter being included in the longer distance, as qualified, therein is limited to cases in which the circumstances and conditions are substantially similar.
19. *Second.* That the phrase "under substantially similar circumstances and conditions" in the fourth section, is used in the same sense as in the second section; and under the qualified form of the prohibition in the fourth section carriers are required to judge in the first instance with regard to the similarity or dissimilarity of the circumstances and conditions that forbid or permit a greater charge for a shorter distance.
20. *Third.* That the judgment of carriers in respect to the circumstances and conditions is not final, but is subject to the authority of the Commission and of the courts, to decide whether error has been committed, or whether the statute has been violated. And in case of complaint for violating the fourth section of the act the burden of proof is on the carrier to justify any departure from the general rule prescribed by the statute by showing that the circumstances and conditions are substantially dissimilar.
21. *Fourth.* That the provisions of section 1, requiring charges to be reasonable and just, and of section 2, forbidding unjust discrimination, apply when exceptional charges are made under section 4 as they do in other cases.
22. *Fifth.* That the existence of actual competition which is of controlling force, in respect to traffic important in amount, may make out the dissimilar circumstances and conditions entitling the carrier to charge less for the longer than for the shorter haul over the same line in the same direction, the shorter being included in the longer in the following cases:
    1. When the competition is with carriers by water which are not subject to the provisions of the statute.
    2. When the competition is with foreign or other railroads which are not subject to the provisions of the statute.

3. In rare and peculiar cases of competition between railroads which are subject to the statute, when a strict application of the general rule of the statute would be destructive of legitimate competition.

23. Sixth. The Commission further decides that when a greater charge in the aggregate is made for the transportation of passengers or the like kind of property for a shorter than for a longer distance over the same line in the same direction, the shorter being included in the longer distance, it is not sufficient justification therefor that the traffic which is subjected to such greater charge is way or local traffic, and that which is given the more favorable rates is not.

24. Nor is it sufficient justification for such greater charge that the short-haul traffic is more expensive to the carrier, unless when the circumstances are such as to make it exceptionally expensive, or the long-haul traffic exceptionally inexpensive, the difference being extraordinary and susceptible of definite proof.

Nor that the lesser charge on the longer haul has for its motive the encouragement of manufactures or some other branch of industry.

Nor that it is designed to build up business or trade centers.

Nor that the lesser charge on the longer haul is merely a continuation of the favorable rates under which trade centers or industrial establishments have been built up.

The fact that long-haul traffic will only bear certain rates is no reason for carrying it for less than cost at the expense of other traffic.

The Chicago and Alton Railroad Company *v.* The Pennsylvania Railroad Company; The Same *v.* The Pennsylvania Company; The Chicago, Rock Island and Pacific Railroad Company *v.* The New York Central and Hudson River Railroad Company.

25. The defendants adopted a regulation that they would not sell tickets for and over the line of a connecting road unless such connecting road would abstain from paying commissions to their agents on the sales made, and would make promise to that effect. Such a regulation is reasonable, and therefore legal.

26. A railroad company has a right to insist that its agents shall be its employees exclusively, and it is not obliged to permit any other company to make them its employees also.

27. The requirement in the act to regulate commerce that common carriers shall "afford all reasonable, proper, and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding, and delivering of passengers and property to and from their several lines, and those connecting therewith," will not require a railroad company to sell through tickets over the line of a road whose managers persist in offering commissions to the agents who sell such tickets.

28. The practice of paying commissions to the agents of other roads on tickets sold over the road of the company paying the same, condemned as demoralizing, and as an improper drain on corporate resources.

29. If a passage ticket over several roads is a reasonable facility of travel, the privilege of paying a commission to the agent who sells it, and who would be required by duty to his employer to sell it when called for, without any commission therefor, can not be regarded as an incident to the facility, and therefore can not be insisted on.

Holbrook *et al. v.* St. Paul, Minneapolis and Manitoba Railroad Company.

30. No order can be made against a railroad company on a complaint which is not supported by evidence.

31. If a railroad company avows a purpose to comply with the law it must be assumed that it will do so, and is doing so, until there is evidence that the purpose is not lived up to.

Fulton *v.* The Chicago, St. Paul, Minneapolis and Omaha Railroad Company; Harding *v.* The Same Company.

32. Where complaint is made of rates as excessive, the burden is upon complainant to make proof of the fact alleged, and if no proofs are put in by either party the complaint will be dismissed. This held in a case in which the rates were much higher than they had at one time been on the same line.

The Providence Coal Company *v.* The Providence and Worcester Railroad Company.

33. An offer by a railroad company to give a discount to any consignee who within a year shall receive at any one station a specified amount of freight, which offer purports to be made to secure speedy dispatch, but it is not conditioned on speedy dispatch being made, is void, and if a discount is made to one dealer in pursuance of it, all others will be entitled to a like discount.

34. If the real consideration of the offer were to secure speedy dispatch, it should have *been open to all who could accept it,* regardless of quantity.

35. An offer of a special discount made professedly on one ground in the published tariff can not, when that ground fails, be supported by referring it to some other and different ground.
36. A railroad company can not support a discount based on quantity of freight received by any one shipper, on the principles which are applied among merchants, whereby they give better prices in wholesale than in retail dealings. The cases are not analogous, since the naming of the quantity of freight that shall be compared to wholesale purchases must necessarily be altogether arbitrary, and the duty of impartial service which the company owes to the public will preclude special discriminations being determined by arbitrary tests.
37. The Providence and Worcester Railroad Company has one terminus on the river in Providence, and another across the river in East Providence; the one in Providence having been first constructed, and the other later, and for the convenience of the company. From the Providence terminus to points reached from both the distance is slightly the less. The company is not at liberty to make from Providence to such common points higher charges than from East Providence, in order to force the business to the latter terminus, and would be chargeable with unjust discrimination if it should do so.
38. The fact that a railroad company for many years has paid the charge for hauling freight from wharves to its station does not bind it to continue that practice, and if not bound by contract it may stop doing so at any time.

The Traders and Travelers' Union *v.* The Philadelphia and Reading Railroad Company *et al.*

39. The Commission has no jurisdiction to compel railroad companies to make arrangements whereby commercial travelers or others will be allowed as passengers to take an extra allowance of baggage without extra charge, in consideration of some guaranty against liability.
40. The fact that contracts to that effect are outstanding will not give the Commission authority to compel their observance, the power to do so not having been conferred upon the Commission by statute.

Burton Stock-Car Company *v.* Chicago, Burlington and Quincy Railroad Company *et al.*

41. As the Burton Stock-Car Company does not use cars of railroad companies, or exchange cars in any manner, but rents them to the public for hire, the refusal of the defendants to pay the same mileage allowed on exchanges of cars between each other does not constitute unjust discrimination.

Ottinger *v.* The Southern Pacific Railroad Company.

42. A complaint for unjust discrimination under the act to regulate commerce can not be made to embrace cases which occurred before the act was passed, even though they be similar to one which is complained of, and which arose afterwards.
43. The Commission has a certain discretion to receive and adjudge complaints made by parties who have no interest in the matter involved; but where "a railroad ticket broker" complained that a party holding a ticket not transferable by its terms had been refused a permission of transfer which was given to another, and produced the affidavit of such party in proof of the fact, it was held that the party himself should complain, if anyone.
44. A *prima facie* case of unjust discrimination is not shown by the mere exhibition of two tickets for passage, one of which the railroad company has permitted to be transferred and the other not, when the two do not appear to be similar.

Larrison *v.* The Chicago and Grand Trunk Railway Company; The Michigan Central Railroad Company *v.* The Same.

45. Mileage tickets authorized by section 22 of the act to regulate commerce.
46. Authorization of mileage tickets does not relieve carriers from requirements of reasonableness and impartiality as to rates charged, which are prescribed by other sections of the act.
47. Special contract limiting liability of carrier in mileage tickets to commercial travelers will not justify a lower rate than is charged the public, when same terms are not offered to all who will not accept such special contracts.
48. Must be sold impartially.

Thatcher *v.* The Delaware and Hudson Canal Company and others.

49. The fact that railroad companies accept on through shipments from Chicago to Boston a certain sum as their share for the transportation of the freight from Schenectady to Boston is no ground for compelling them to accept a like sum on local shipments from Schenectady to Boston when it appears that this would be a reduction below the rates made from intermediate sta-

tions to Boston, on the same line, and apparently under similar circumstances and conditions.

50. Any order compelling such acceptance would bring the rates charged into conflict with the fourth section of the act to regulate commerce, unless the roads should reduce the rates from the intermediate stations to the level of the rates made from Schenectady. But in the absence of either allegation or proof that the rates from such intermediate stations are excessive, the Commission could not require a reduction.

The Associated Wholesale Grocers of St. Louis *v.* The Missouri Pacific Railway Company.

51. Mileage, excursion, and commutation passenger tickets are each issued for a different purpose, and the price for each kind is determined on special considerations. The charge made for one kind, therefore, does not determine what it will be admissible to charge for either of the others.

52. That $25 dollars for a thousand-mile ticket is too much can not be inferred from the fact that excursion and commutation tickets are sold at rates which would make transportation upon them for a thousand miles less than $25.

53. Mileage tickets when issued must be sold impartially to all who apply for them, and on the same terms.

The Boston and Albany Railroad Company *v.* The Boston and Lowell Railroad Company *et al;* The Vermont State Grange *v.* The Boston and Lowell Railroad Company *et al.*

54. All companies forming a line for long-haul traffic are properly made defendants in petition charging violation of fourth section.

55. By the words "same line" a physical line is meant, not a mere business arrangement; and one piece of road may be part of several lines.

56. The fact that the tariff for the long-haul traffic is made by a fast-freight line does not justify a violation of the section.

57. The real and actual, not the possible, competition are the circumstances which should be considered when such greater charges are in question.

58. Under the circumstances stated, the fact that a line is long and circuitous, and is obliged to make concessions in its charges in order to share in traffic, will not make out the dissimilar circumstances and conditions indicated by the fourth section.

59. One may complain on public grounds, though having no personal interest.

ekson *v.* The St. Louis, Arkansas and Texas Railway Company.

0. Petitoner complained of a certain rate as excessive. He also complained of unjust discrimination in respect to that rate. Defendant answered that its rate was not what petitioner supposed, but was a certain charge very much less, and also denied the alleged unjust discrimination. Petitioner did not further appear in the case, and did not respond at the hearing. *Held*, That it must be assumed on these facts that he was satisfied with the answer.

nard *v.* The Union Pacific Railway Company.

. When issues of fact are made by the pleadings and no proofs are offered, no relief can be granted on such issues.

. The complaint charged unjust discrimination in rates. The answer admitted the discrimination, denied that it was unjust, and assigned reasons for making it. On the case being brought to a hearing on the pleadings and submitted without evidence, it was *held* that, since it was impossible to say that there might not be facts to support the discrimination, the case must be dismissed, but without prejudice.

h *et al. v.* The Kentucky Central Railroad Company *et al.*

. A common carrier of live stock is subject to the legal duty to provide reasonable and proper facilities for receiving and discharging from its cars such live stock as is offered for transportation, free of all except the customary transportation charges. It does not fully discharge this duty by receiving on and discharging from its cars live stock at a depot access to which must be purchased.

. A railroad company as carrier of live stock had undertaken to give to a stock yards company an exclusive right at one of its stations, and to require all stock at that station to be received and delivered on the platform of the chutes of that company; the company being authorized to charge lottage therefor. Complainants established by the track of the railroad company chutes of their own, through which they demanded the right of receiving and delivering the stock of themselves and their customers. The conveniences *furnished by them being suitable, it was held* that their demand must *be complied with.*

65. Where suit is pending involving to some extent the question presented by petition to the Commission, the pendency thereof will not be deemed sufficient reason for the Commission declining to make an order, when it is seen that the judgment of the court when rendered will not necessarily cover the ground of the petition; but leave will be given either party to apply for a modification of the order should a modification be necessary to make it conform to the judgment when rendered.

Allen *et al v.* The Louisville, New Albany and Chicago Railroad Company.

66. Rates named by a carrier do not violate the fourth section when it appears that on its own line the charges are greater for the longer distance and the through charges by the shorter line are only made greater by the fact that the connecting road which has the shorter line makes higher rates than the connecting road which has the longer line.
67. Cases stated showing no violation of the long and short haul clause.
68. Where the purpose of a complaint is to compel a reduction of through rates from a Western point over several roads to a seaboard city, all the roads constituting the line should be parties.

Smith *v.* Northern Pacific Railroad Company.

69. The sale of "land explorers' tickets" and "settlers' tickets" at less than the regular rates charged to passengers at the usual ticket offices, as practiced by the Northern Pacific Railroad Company, is unjust discrimination.
70. Discrimination in rates charged passengers who enjoy the same accommodations is not justified by proof that the carrier's present or future business will be thereby stimulated, or that the settlement of the country will be promoted, or that those receiving the more favorable rates are persons of small means, who are about to locate permanently in the Northwest.
71. The rule under which passenger transportation should be conducted requires absolute equality of payment from all persons enjoying the same accommodations.
72. When one makes complaint under the act to regulate commerce, and sets up a personal grievance which he fails to prove, the Commission may nevertheless, if a violation of law by the defendant appears, retain the case and take the necessary steps to bring such violation of law to an end.

The Boards of Trade Union of Farmington, Northfield, Faribault, and Owatonna *v.* The Chicago, Milwaukee and St. Paul Railway Company.

73. Rates must not only be reasonable in themselves, but they should be so relatively reasonable as to protect communities and business against unjust discrimination.
74. When the same carrier operates parallel lines, and for any cause accepts low rates on one of them, it should provide sufficient corresponding advantages to the patrons of the other line to preserve the substantial equality contemplated by the statute.
75. Low charges upon one of two routes operated by the same carrier should not be made up by relatively high charges upon the other, when the result disastrously affects the business of communities situated upon the latter line.

In re Procedure in Cases at Issue.

76. Proceeding to be in the simplest form consistent with reasonable certainty. No replication required. When facts are not agreed upon, depositions may be taken on notice, and the work should be entered upon immediately after answer. Assignments for hearing made on request of either party. Parties will be heard orally or upon briefs, as they prefer.

In re Procedure concerning Questions of law.

77. Dilatory proceedings considered objectionable, and a single speedy hearing desired in every case; all proper questions will then be entertained, whether jurisdictional or relating to the merits of the controversy.

In re Joint Tariffs and Schedules.

78. Schedules of joint tariffs required to be filed with the Commission by section 6 of the act need not be duplicated by each company which unites in making them. On receipt of a written statement from each corporation acknowledging the authority of the association, committee, or other traffic combination to issue tariffs in its behalf, schedules filed by such association, etc., will be credited to each road in the organization which so requests.

The Manufacturers' and Jobbers' Union of Mankato *v.* The Minneapolis and St. Louis Railway Company and others.

79. When, after trial, but before decision, the defendant concedes the relief sought, and reduces its tariff to the rates claimed by the petitioner, no order is made or opinion announced by the Commission; a report of the facts is made to complete the record of the case.

Raymond *v.* Chicago, Milwaukee and St. Paul Railway Company.

80. Rates will not be declared unreasonable and unlawful under the first section of the act without other testimony than that afforded by comparison.

81. Rates and charges not unreasonably high of themselves, can be so adjusted in their relations to each other as to give the undue preference and produce the unreasonable advantage which the third section of the act to regulate commerce makes unlawful.

82. If a railway company in establishing charges on different divisions and branches of its road so adjusts them as to divert trade and business to one locality which naturally, under an equitable adjustment of charges, would go to another, such preference is not excused by the fact that some of such charges are not entirely voluntary, but result from competition between carriers.

Evans *v.* The Oregon Railway and Navigation Company; Reed *v.* The Same Defendant.

83. In determining what is a just and reasonable rate for a particular commodity (for example, wheat) the Commission will take into consideration the earnings and expenses of operating, rates charged upon the same commodity upon other roads as nearly similarly situated as may be, the diversities between the railroad in question and such other roads, the relative amount of through and local business, the proportion borne by the commodity in question to the remainder of the local traffic, the market value of the commodity and its gradual reduction, the reductions made by the carrier upon other articles which are consumed and necessarily required by the producers of the article in question, and all other circumstances affecting the traffic of itself and as related to other considerations entering into the charges of the carrier.

84. Upon the facts shown by the evidence in the present case: *Held*, That the rate on wheat from Walla Walla City to Portland should not exceed 23½ cents per hundred pounds when transported by the defendant railroad for the remainder of the present grain season, extending to the 30th of June, 1888.

W. O. Harwell, H. B. Montgomery, and J. W. Ponder, committee on transportation of the board of trade of Opelika, Ala. *v.* The Columbus and Western Railroad Company and the Western Railway of Alabama.

85. The mere fact that a point is situated upon a navigable stream, held not sufficient of itself to justify the lesser charge for a longer haul to such a point.

86. Competition by water, to be sufficient to justify an exception under section 4 of the act, should be actual, of controlling force, and in respect to traffic important in amount.

87. Discrimination under section 2, and prejudice and advantage under section 3, when water competition is brought forward as a justification, require the same measure of proof.

88. Parties affected are entitled to be notified in case a change in rates is asked. No order correcting the unjust discrimination now made, for want of proper parties and distinct allegations. Amendments allowed and revision of tariffs recommended to defendants.

89. Through rates and through bills of lading given on other commodities, and to other points similarly situated, should be given to Opelika on cotton, no excuse being shown for refusing same.

William H. Councill *v.* The Western and Atlantic Railroad Company.

90. The Commission will not go into the question of money damages when the claim presented is in its nature an action of trespass, for the reason that defendant is constitutionally entitled to a trial by jury in such a case.

91. The Commission is not authorized to award the counsel and attorney's fees, which may be given by a court under the eighth section of the act.

92. Colored people may properly be assigned separate cars on equal terms. Such a separation of the races does not create undue prejudice or unjust preference.

93. Complainant, a colored man, paid the same fare as other first-class passengers, and it was only fair dealing and common honesty that he should have the security and convenience of travel for which his money had been taken.

94. Colored people who buy first-class tickets must be furnished with accommodations equally safe and comfortable with other first-class passengers. The Commission finds that the car furnished complainant was only second-class in comforts for travel, and that he was thereby subjected to undue prejudice and unreasonable *disadvantage in violation of* the act to regulate commerce

Thomas J. Reynolds *v.* The Western New York and Pennsylvania Railway Company.

95. A road being in the hands of a receiver, a complaint was instituted against the company owning it, and in the complaint the receivership was mentioned, but the company was stated as having come into possession of the road, and the receiver was erroneously called the president of the company. The petition was served on him, and an answer was filed by the company. Under the circumstances it was held proper to allow the petitioner to amend his complaint so as to show the existence of the receivership.

In the matter of the Express Companies.

96. The mere fact that a common carrier does other business besides the transportation of passengers or property, or performs a further service than that of transportation in respect to the articles carried, *held*, not sufficient to exclude the carrier from the operation of the act, so far as applicable to its business.
97. The act to regulate commerce is highly remedial in purpose and scope, and should receive a liberal construction, with the object of making the beneficial result desired by Congress operative to the greatest available extent.
98. The relation of express companies to interstate commerce considered, with the extent and method of their participation therein. The bringing them within the provisions of the act found practicable, and on some accounts, desirable.
99. Express business, conducted as a branch of the business of the railroad company, *held* to be subject to the act.
100. Express business, conducted by an independent organization, acquiring transportation rights by contract, *held* not to be described in the act with sufficient precision to warrant the Commission in taking jurisdiction thereof.

Riddle, Dean & Co. *v.* The Baltimore and Ohio Railroad Company.

101. In deciding upon applications for the amendment of complaints the Commission acts upon the principles recognized in courts of justice.
102. An amendment which proposes to substitute for the original cause of complaint something quite distinct and different will not be allowed. If the party desires to make a new case he should do so by a new complaint.

Riddle, Dean & Co. *v.* The Pittsburgh and Lake Erie Railroad Company.

103. Where according to its usual experience a railroad company has sufficient equipment to meet the demands upon it, and to move without unreasonable delay the freights offered, but by reason of unusual circumstances for which the company is not in fault, freights have accumulated to an exceptional extent, and are then offered in extraordinary quantities, the company is not chargeable with any violation of law because of its proving unable to respond at once to all calls, and to furnish cars as rapidly as shippers demand them.
104. Nor does it violate any law by refusing to allow its cars to be sent off its line to distant points when the business offered on its own line keeps them fully occupied.
105. Where by reason of extraordinary circumstances a railroad company can not promptly meet all calls for cars, it should furnish them ratably and fairly to all shippers, in proportion to the freights offered by them respectively, until the emergency has passed, and it is again enabled to move promptly all the freights tendered.
106. Upon the facts in this case the charge of unjust discrimination as between shippers and also between different classes of traffic, is held not made out.

Thomas J. Reynolds *v.* Western New York and Pennsylvania Railway Company, and G. Clinton Gardner, receiver of the Buffalo, New York and Philadelphia Railroad Company.

107. Classification of railroad ties should correspond with that of other rough lumber. Raising of same from sixth to fifth class unjustifiable.
108. Rates established by a common carrier in order to keep upon its line material for which the road has use, or to keep the price low for its own advantage, can not be justified.
109. Producer of railroad material is entitled to sell it when he wishes, in the best available market. Common carriers are forbidden to attempt to prevent this by applying disproportionate or unreasonable rates.
110. Special classification of lumber should be extended to railroad ties at the points in question.

B. S. Crews *et al.*, committee, etc., *v.* The Richmond and Danville Railroad Company.

111. It is not a ground of complaint against a railroad company that it equalizes its rates as between small and large towns, even though the effect may be prejudicial to the large towns, which before had been specially favored.

112. The spirit and purpose of the act to regulate commerce requires that when the circumstances and conditions will fairly admit of it the charges to all points for a like service should be made relatively equal.

113. When the reasonableness of rates is in question, the charges made on long through lines can not, for reasons which are stated in the opinion, form a just basis for comparison with local rates for relatively short distances.

114. A carrier is not made responsible for rates made by a connecting road because merely of its giving them in connection with its own rates to parties desiring to make through shipments.

115. A carrier is not compellable by law to give to the merchants of a town on its line the privilege of shipping their goods from the point of purchase to their own locality, and again from thence to the place at which the goods may be sold by them at the same rate which would have been charged had there been but one shipment from the point of purchase to the point of ultimate delivery.

116. The fact that a refusal to give the through rate as for one shipment, operates prejudicially to the town desiring the privilege and favorably to another town, does not make the refusal operate as unjust discrimination when the carrier applies the same rule to all towns and accords the privilege to none.

117. Discrimination must consist in the doing for or allowing to one party or place what is denied to another; it cannot be predicated of action which in itself is impartial.

William H. Heard *v.* The Georgia Railroad Company.

118. Passengers paying the same fare upon the same railroad train, whether white or colored, are entitled to equality of transportation, in respect to the character of the cars in which they travel and the comforts and conveniences supplied.

119. Separation of white and colored passengers paying the same fare is not unlawful, if cars and accommodations equal in all respects are furnished to both, and the same care and protection of passengers observed.

120. By requiring the petitioner, who had paid a first-class fare, to ride in a half car set apart for colored passengers, with accommodations and comforts inferior to the car for white passengers in the same train, who paid the same fare, and without the protection against annoyances furnished to white passengers, the Georgia Railroad Company subjected him to undue and unreasonable prejudice and disadvantage, in violation of the third section of the act to regulate commerce.

The Boston Chamber of Commerce *v.* The Lake Shore and Michigan Southern Railway Company, The New York Central and Hudson River Railroad Company, and the Boston and Albany Railroad Company.

The same *v.* The Lake Shore and Michigan Southern Railroad Company.

The same *v.* The New York Central and Hudson River Railroad Company.

121. The relative reasonableness of rates on shipments from western points to cities on the Atlantic seaboard is to be determined by all the circumstances and conditions that affect the traffic to the respective points between which the rates are questioned, and not solely by one standard of comparison.

122. The length and character of the haul; the cost of the service; the volume of business; the condition of competition; the storage capacity, and the geographical situation at the different terminal points, are all elements of importance, bearing upon the relative reasonableness of the respective charges for transportation.

123. The fact that the export rates through Boston, and the rates on merchandise intended for coastwise points east of Portland, and the west-bound rates from Boston, have been made by the carriers the same as corresponding New York rates in order to put Boston on an equality with New York and other seaboard cities, wherever Boston is a competitor with those cities, is not controlling in determining the reasonableness of east-bound Boston local rates on a traffic in which there is no competition by other cities.

124. In view of the longer haul to Boston than to New York; the greater cost of transportation to Boston; the very much greater volume of business to and from New York; the competition by water transportation by the lakes, Erie Canal, and Hudson River, and also by several railroad lines; and the geographical and commercial advantages of New York; the differentials on Boston local rates of 10 cents per 100 pounds on the first and second classes of merchandise, and of 5 cents per 100 pounds on the four other classes, between New York and Boston, on traffic originating west of Buffalo, have not been shown to *be unjust or unreasonable*, or to constitute unjust *discrimination against Boston.*

James Pyle & Sons *v.* The East Tennessee, Virginia and Georgia Railway Company.

125. By the classification of the Southern Railway and Steamship Association adopted by the East Tennessee, Virginia and Georgia Railway Company on shipments of pearline and common soap from New York to Atlanta, Ga., pearline is in fourth-class freight with a rate of 73 cents per 100 pounds, while common soap is in sixth-class freight with a class rate of 49 cents per 100 pounds, but a "special rate" is given common soap of 33 cents per 100 pounds.

Held, That pearline being competitive with common soap, the relative difference between the class rate of pearline and this "special rate" on common soap is too great, and that pearline must be placed in fifth-class freight on shipments from New York to Atlanta by the defendant company, with a rate of 60 cents per 100 pounds, and also in the fifth class in the classification of the Southern Railway and Steamship Association, and, further, that the relative difference in the rates on pearline and common soap in such shipments must not exceed the difference of 60 cents per 100 pounds on pearline and 33 cents on soap.

Held further, That on shipments of pearline and common soap, all rail, in the territory to which the classifications of the Southern Railway and Steamship Association applies, the following rates of this association must be maintained by the defendant company, namely:

		Cents.
Soap powder:		
100 miles	per 100 pounds	32
500 miles	do	49
Common soap:		
100 miles	do	20
500 miles	do	38

Held, That the discrimination made by the "special rate" of the Southern Railway and Steamship Association between pearline and common soap, to the extent now existing on the shipments to which it refers, is unjust and must be discontinued, and while common soap is in its sixth class, pearline must be placed in its fifth class.

126. A statement of the grounds of differences in the classification of articles of freight by railroad companies and a discussion of these, by which the conclusions of the Commission are reached, in the classification of pearline when transported all rail on the one hand, or on the other, partly by water and partly by rail, as compared with the transportation of common soap by either mode.

W. B. Farrar & Co. *v.* The East Tennessee, Virginia and Georgia Railway Company and the Norfolk and Western Railroad Company.

127. The local rates from Dalton to Knoxville, Johnson City, and Bristol on lumber are not shown to be unreasonable.

128. The joint rates on lumber from Dalton to Roanoke and Lynchburg are shown to be unreasonable upon the grounds and for the reasons set forth in the report and opinion of the Commission.

129. As a rule, in the transportation of freight by railroads, while the aggregate charge is continually increasing the further the freight is carried, the rate per ton per mile is constantly growing less all the time, making the aggregate charge less in proportion every hundred miles after the first, arising out of the character and nature of the service performed, and the cost of the service; and thus staple commodities and merchandise are enabled to bear the charges of this mode of transportation from and to the most distant portions of the country.

130. The act to regulate commerce, so far from throwing hampering restrictions or obstacles in the way of the operation of this salutary rule, gives it all the benefit and aid of its sanction and safeguards by providing that the carrier shall be entitled to receive a reasonable compensation for the service performed upon open published rates, against which no competitor can take advantage by allowing shippers secret rebates and drawbacks in order to get the business.

131. In the nature of things joint rates on long hauls usually are, and as a rule should be, lower in proportion to distance than local rates on short hauls of the same commodity.

Riddle, Dean & Co. *v.* The Pittsburg and Lake Erie Railroad Company.

132. Rule stated in reference to applications for rehearings.

133. The Commission will promptly and carefully examine an application for a rehearing with a view to the immediate correction of any error of law or fact found to exist, but will not direct a rehearing involving the expense to parties of appearing before the Commission for a reargument, unless

satisfied that such a reargument might have the effect of changing the result of what the Commission has already done.

134. The statute is construed as dealing with the substance of things, and as contemplating, as far as this is possible, methods of procedure that are speedy and which come at once to the very right of questions arising in the transportation of persons and freight.

135. Where the relation of any carrier to the matter complained of is such that it is in whole or in part materially responsible for the alleged grievance, and has direct interest in any investigation of the subject-matter involved, and the merits of the controversy can not be investigated and determined in the absence of such carrier as a party, then that carrier should be made a party to the proceeding, and if not a party, no relief can be had against it.

136. The report and findings of the Commission upon the evidence relates only to the ascertainment and presentation of all the material facts necessary to fairly and justly present the merits of the controversy, and the Commission does not report evidence which is only cumulative, or which is immaterial, or irrelevant, or mere details of evidence already embraced in substantial facts stated, upon which the findings and conclusions of the Commission are made.

John D. Heck and L. J. A. Petree *v.* The East Tennessee, Virginia and Georgia Railway Company, the Knoxville and Ohio Railroad Company, the Richmond and Danville Railroad Company, the Richmond and West Point Terminal and Warehouse Company, the Coal Creek and New River Railroad Company.

137. A railroad company, chartered by the State of Tennessee, owns a short road wholly in that State, but has never owned any rolling stock nor operated its road. The road was used and operated as a means of conducting interstate traffic in coal by companies owning connecting interstate roads. *Held*, That the short road thus used is one of the facilities and instrumentalities of interstate commerce, and the carriers using it are subject to the provisions of the act to regulate commerce.

138. In respect to such traffic the duties of such carriers to the public are the same without respect to ownership, corporate control, the authority or means of its construction.

139. As one of the "instrumentalities of shipment or carriage," it must be accessible to all interstate shippers on equal and reasonable terms. The public can not be deprived of this right by the separate or joint action of the carriers, and they can not be permitted to use it for purposes of discrimination between mine owners on its line.

140. The claim for pecuniary damages presents a case at common law, in which defendants are entitled to a jury trial.

George Rice *v.* The Louisville and Nashville Railroad Company.

The Same Complainant *v.* The Saint Louis, Iron Mountain and Southern Railway Company.

The Same Complainant *v.* The Mobile and Ohio Railroad Company.

The Same Complainant *v.* The Cincinnati, New Orleans and Texas Pacific Railway Company.

The Same Complainant *v.* The Cincinnati, New Orleans and Texas Pacific Railway Company and the Alabama Great Southern Railroad Company.

The Same Complainant *v.* The Mississippi and Tennessee Railroad Company.

The Same Complainant *v.* The Newport News and Mississippi Valley Company and the Louisville, New Orleans and Texas Railroad Company.

The Same Complainant *v.* The Newport News and Mississippi Valley Company and the Illinois Central Railroad Company.

The Same Complainant *v.* The Illinois Central Railroad Company.

141. When for a special traffic, *e. g.*, the transportation of petroleum oils, a carrier provides rolling stock for one method, but does not provide it for another for which it publishes rates, but the shippers are expected to provide the same, the terms on which such rolling stock is to be provided should be uniform and be published with the rate sheets, and can not lawfully be left to be the subject of bargain and of different terms in the case of different shippers.

142. It is properly the business of a carrier by railroad to supply the rolling stock for the freights he offers or proposes to carry; and if the diversities and peculiarities of traffic are such that this is not always practicable, and consignors are allowed to supply it for themselves, the carrier must not allow its own deficiencies in this particular to be made the means of putting at unreasonable disadvantage those who make use in the same traffic of the facilities it supplies.

143. When two methods for the transportation of an article of merchandise nominally offered by the carrier, for only one of which it offers rolling stock and for the other of which the shipper must supply his own rolling stock considerable expense, it can not be said that the resort to the latter by shipper is so far a matter of choice that he has no concern with the charge for transportation in the other mode. The man of small means being compelled to make this choice by reason of the carrier's failure to supply rolling stock for the other mode, has a right to insist that the charges by transportation in the two modes shall be relatively just and equal.

144. When oil is transported in tanks permanently affixed to car bodies, the tank is to be considered as part of the car; and for oil transported therein the charge for transportation should be the same by the hundred pounds that the carrier charges for transportation between the same points of barrels filled with like oil and taken in car-load lots. The carrier is guilty of unjust discrimination if the shipper in barrels is charged a higher rate.

145. Neither the fact that the shipper in the one case supplies the rolling stock nor the alleged fact, which is not found sustained, that for the tanks there is a greater probability of return loads, nor the further alleged fact that with barrel shipments there are greater risks to the carrier's property and that which it carries, can justify imposing upon the barrel shipments a greater burden.

146. Under this rule the carrier will be at liberty and will be expected to make to the owner of tank cars a reasonable allowance for their use.

147. When an important question is raised by the pleadings in a case, the determination of which will affect others quite as much as the parties before the Commission, but the parties give their attention almost exclusively to other questions, and neither by the evidence nor in argument supply the Commission with the information to enable it to be understandingly determined, the Commission will decline to decide it, and leave the parties to bring it forward again as they may be advised.

Riddle, Dean & Co. *v.* The New York, Lake Erie and Western Railroad Company and the Pittsburg and Lake Erie Railroad Company.

148. Contracts between railroad companies for the advantageous transaction of business at a given point involve corresponding obligations to the public.

149. Regular patrons are not entitled to preference in the use of equipment of common carriers; the public must be justly and equally served.

150. Obligation of common carriers to transport freight arises upon tender of same for transportation in the usual way, without any special agreement; compensation for the service is secured by a lien upon the goods, except when payment in advance is made.

151. Selection of either goods or customers is forbidden to common carriers; less desirable traffic which is ordinarily the subject of transportation and not dangerous to handle, must be accepted upon reasonable terms, as well as that which is more desirable.

152. It is not a valid excuse for refusal to furnish a fair allotment of a certain class of cars that they can be more profitably employed, and can supply the wants of a larger number of shippers upon another portion of the line.

153. Undue preference found to have been given by defendants, to the prejudice of complainants, upon the facts stated.

Riddle, Dean & Co. *v.* The Baltimore and Ohio Railroad Company.

154. A statement of the evidence from which it appears that it was the duty of the Yough Slope mine, its owners and agents, to have inquired of the station agent of the railroad company near by the mine on the 30th day of August, 1887, and on the next day, by which they would have learned that the mine could have obtained cars for the shipment of coal to Arthur & Boylan at Cleveland, Ohio, and they having failed to do this, in consequence of which the Youghiogheny and Ashtabula mines received nearly all these cars for this purpose, without any partiality or preference on the part of the railroad company.

Held, upon these facts, that a complaint of unjust discrimination against the Yough Slope mine, and in favor of the Youghiogheny and Ashtabula mines, can not be sustained.

155. Where a complaint is made by a shipper that an unjust discrimination was perpetrated by a railroad company against him at a particular time named, in a case like the present, to rebut the inference arising from circumstances, calling for explanation, amongst other evidence, the carrier may show that during a long course of business, neither it nor any of its agents have ever shown any unfriendly spirit whatever toward the shipper, and that, on the

contrary, its agents immediately before the matter complained of made extra exertions in good faith to serve the shipper in obtaining cars for him from the connecting line to which the shipper had to look for such cars.

156. In the absence of some custom and rule of business placing such duty upon the carrier to notify the shipper without inquiry on the part of the latter of the fact that he can then obtain cars for the movement of his freight, it is the duty of the shipper by reasonable inquiry made to the proper agent of the railroad company, to obtain this information for himself; but in a case like the present, if the carrier took upon itself the duty of actually notifying the Youghiogheny and Ashtabula mines on the 30th of August, 1887, without waiting for any inquiry on their part, that they could get cars, then, in like manner, it was its duty to have notified the Yough Slope mine at the same time that it could get cars.

Held. That, tested by these rules, no case of preference or unjust discrimination is made out by the evidence in favor of the Youghiogheny and Ashtabula mines and against the Yough Slope mine.

In the matter of the Tariffs of the Columbus and Western Railway.

157. Tariffs not conforming to fourth section criticised. Circumstances stated found not sufficient to warrant deviation from the law.

158. Carriers should bring their tariffs into conformity with the statute without suggestions from the Commission as to details.

The La Crosse Manufacturers' and Jobbers' Union *v.* The Chicago, Milwaukee and Saint Paul Railway Company, the Chicago and Northwestern Railway Company, and the Chicago, Burlington and Northern Railroad Company.

159. The fact that the rates of a railroad company are not established on a mileage basis does not necessarily make out their illegality or injustice.

160. A prayer in a petition against a railroad company, that the company be required to make its rates from one terminus to the town from which the petition proceeds and to other towns in the same section, and also from such terminus to the petitioning town and from thence to such other towns, on a uniform and equal mileage basis, can not be granted, the Commission having no power to require the adoption of such a basis.

161. A complaint will not be filed of which no reasonable ground for investigation appears.

In the matter of Underbilling.

162. Underbilling, a device by which a shipper pays for the transportation of a less quantity of freight than is actually carried, and thereby obtains a reduced rate upon the gross shipment, is forbidden by the act to regulate commerce.

163. Unjust discrimination results from underbilling, in that the favored shipper pays a less sum than is charged others for the same service.

164. Common carriers are bound to exact equality in their service of the public.

165. Organized action by carriers to prevent underbilling commended; their duty to put an end to the practice insisted upon.

166. Carriers should be held, and in turn should hold every agent, responsible for the shipment of goods at exact weights and correctly classified.

167. Commissions paid to soliciting agents when divided with shippers effect a breach of the law.

168. Shippers should be required to extend to carriers the same honesty expected in other commercial transactions.

169. Preferences obtained by underbilling explained, and remedies suggested.

170. Legislation recommended imposing a moderate penalty upon shippers who willfully and fraudulently obtain reduced rates of transportation for their property.

John H. Martin and M. H. Martin *v.* The Southern Pacific Company, the Central Pacific Railroad Company, and the Union Pacific Railway Company.

171. Mixed car-load lots of freight are treated in different ways under the classifications employed in different parts of the country, resulting in much confusion and annoyance to shippers, especially upon traffic passing from one section to another. The immediate adoption of a uniform and reasonable rule urgently recommended.

172. Classification of dried fruits and raisins, both California products, in different classes, taking different rates of freight, works an injustice to shippers. In all matters of classification clearness and simplicity should be aimed at and irregularities and inconsistencies should be eliminated.

173. Rates obtained by combination, which produce a lower rate than the tariff calls for, are unjust, because they enable an intelligent shipper to obta

an advantage over one who has less information, and they are ille
because they show two rates to the same point, over the same line, at
same time. The tariff rates should not exceed the combination rates in
case.

174. Violation of the fourth section of the act can be accomplished by differen
in classification as well as by differences in tariff rates.

175. Canadian competition at the present time does not justify a higher cha
from San Francisco to Denver than to Kansas City, it having been wi
drawn at the latter point, and the Canadian road now working upon
agreement as to rates with the roads in the United States at all points wh
it formerly competed.

176. The great distance of Denver from the Missouri River of itself denotes
impropriety in the charges to that point which exceed those to Kansas Cit

177. *In re* Louisville and Nashville Railroad Company (1 I. C. C. R., 31) affirmed
and in accordance with the principles there laid down, the conclusion fo
lows that the greater charge for the shorter haul complained of in th
present case can not now be justified.

178. The Commission prefers to permit the carriers to work out for themselves al
tariff details, and accords a reasonable time for that purpose.

Euclid Martin and others, constituting the freight bureau of the Omaha Board o
Trade, *v.* The Chicago, Burlington and Quincy Railroad Company, the Chicag
and Northwestern Railway Company, the Union Pacific Railway Company, th
Chicago, Milwaukee and Saint Paul Railway Company, the Chicago, Rock Island
and Pacific Railway Company, and the Burlington and Missouri River Railroad
Company in Nebraska.

179. The principles laid down in the case of Crews *v.* The Richmond and Danville
Railroad Company (1 I. C. C. R., 401), restated and reaffirmed.

180. Trade centers of large commercial towns are not, as a matter of right, entitled
to have more favorable rates than the smaller towns for which they form
distributing centers; and if carriers shall give to such smaller towns rates
as favorable as to the larger the Commission will not interfere.

181. The fact that, under rates which are impartially arranged as between large
and small towns, one large distributing center may have an advantage over
another in competition for the business of the small towns, does not make out
a case of undue preference in favor of the one distributing center as against
the other. Impartial rates are not rendered illegal by their effect upon the
business of localities.

182. A distributing center, however great or important, can not demand, as a mat-
ter of right, that the rates from a common source of supply to more distant
and smaller towns shall be made up of the sum of the rate to itself and the
rate thence to such smaller towns; but the carriers may make rates from the
common source of supply to the smaller towns directly, as single rates; and
if the single rate is less than the sum of the two which are made to and
from the distributing center, it is not, for that reason, necessarily objection-
able.

183. A case can not be decided on a theory which is neither presented by the com-
plaint nor advanced on the taking of the testimony.

184. What constitutes local and what through rates considered.

The Business Men's Association of the State of Minnesota *v.* The Chicago, Saint
Paul, Minneapolis and Omaha Railway Company.

185. One feature of the transportation of freight by railroads in long hauls on
joint rates, or what is usually called through rates, unless there be excep-
tional conditions which modify the rule, is that the rate per ton per mile
grows less in proportion to the greater distance, while the aggregate of the
rate increases in proportion to such greater distance; but this is not found
to exist in the case of the local rates of a railroad, where the stations are
occasionally grouped, but more usually graded according to distance, except
as an incident of rare and highly exceptional conditions of the transporta-
tion service.

186. The method of testing the freight rates of a railroad by the rate per ton per
mile is one by which these rates may be brought down to the narrowest
point of scrutiny, and in this sense is valuable, but it is like looking at them
with a microscope, for it ignores all other tests except that which it alone
furnishes, and does not take into consideration any of the surrounding cir-
cumstances and conditions that enter into the making of the rate, no mat-
ter how compulsory or imperious these may be, and for this reason it can
not be considered a controlling rule in determining the reasonableness of
rates.

187. To determine the reasonableness and justness of any freight rate made by a railroad company, all the surrounding circumstances and conditions must be considered, as well as the rights of the shipper, and if these circumstances and conditions are so compulsory or imperious that they fairly and justly exercise any controlling influence in the making of the rate, they can not be disregarded in a proceeding in which the reasonablenesss and justness of the rate is presented for determination.

188. The words "substantially similar circumstances and conditions," as found in the second and fourth sections of the act to regulate commerce, in certain important particulars define the rights and duties of carriers and the rights of shippers as well. For example: If the carrier claims to act under the compulsion of circumstances and conditions of his own creation or connivance in the making of an exceptional rate, then these will not avail him. Or if the carrier claims to act under a compulsion of circumstances and conditions in the making of an exceptional rate which he could obviate by reasonably fair and just exertion on his part, then they will not avail him. But if the carrier is in good faith acting under a compulsion of circumstances and conditions beyond his control, not of his own connivance, and which he could not obviate by any reasonably fair and just effort on his part, and to avoid large loss adopts exceptional rates on a portion of his line, not unreasonable in themselves, and forced upon him by the action of an independent State railroad, which is not subject to the act to regulate commerce, and which is operating a slightly shorter and competing line with his own, these are circumstances and conditions under the operation of the statute which justify him in adopting such exceptional rates thus forced upon him on this portion of his line.

189. When a carrier, acting in good faith, has adopted an exceptional rate, not unreasonable in itself, on a portion of its line, because that rate has been forced upon it by an independent State railroad company in direct competition with it and not subject to the act to regulate commerce, the reasonableness and justness of rates on other portions of the carrier's line, extending into a far interior region of the country where no such conditions exist, can not be measured, alone, by the standard thus furnished, but must be governed by considerations which fairly and justly apply to them.

190. The exceptional conditions of railroad transportation in proximity to the water-ways of the great lakes, Michigan and Superior, and of rival competing railway lines operating between the ports on these lakes, as to the method of grouping stations under the combined effect of the competition of these waterways and of the fourth section of the act to regulate commerce, are found and stated by the Commission in this proceeding, citing and approving the Manufacturers' and Jobbers' Union of La Crosse against the Chicago, Milwaukee and Saint Paul Railway Company (1 I. C. C. R., p. 632).

191. The conditions of transportation on that portion of defendant's lines in a broad extent of far interior country, where it is in competition with other great rival railway lines extending to Lake Michigan ports, while that of the defendant extends to Lake Superior ports, and the relation of each, arising therefrom, examined, found, and considered by the Commission.

192. The act to regulate commerce was not enacted to destroy competition, and the establishment of the rule of the rate per ton per mile, insisted upon by the complainant, would have very much the effect of practically making the rates charged for a long distance at the stations along the line of the defendant and its great rivals, the Chicago, Milwaukee and Saint Paul Railway and the Minneapolis and Saint Louis Railway, in the nature of strict mileage rates, thereby destroying competition to a large extent at these stations, unsettling the business of their shippers, conferring upon them no practical benefits, and loading the business of the carrier and the shipper at every such station with a multitude of infinitesimal fractions nowhere known in the business of railroads.

193. Elaborate tariffs of rates, the result of competition, made by one of several great railway systems, all competing for the business of a large extent of territory, are examined and considered in connection with those of its competitors, and with a view not to break down the legitimate competition thus existing, whereby rates are cheapened to the public generally, and these railways are correspondingly benefited in performing the work for which they were chartered and constructed.

The Business Men's Association of the State of Minnesota *v.* The Chicago and Northwestern Railway Company.

194. The circumstances and conditions as to the transportation of freight on the line *of the defendant between Chicago and St. Peter*, on the one hand,

and between St. Peter and Pierre on the other, found, examined, considered by the Commission, and held to be substantially dissimilar upon the facts set forth in the report and findings in this proceeding.

195. The rule of the rate per ton per mile decreasing for the greater distance while the rate is increasing in the aggregate, examined and discussed by the Commission in its application to the present proceeding, and held to be inapplicable.

196. The difference between the cost of service by which the local business of a railroad and its through business is done relatively, examined and considered by the Commission so far as they are involved in this proceeding.

197. Comparison of rates charged by railroad companies under circumstances and conditions substantially dissimilar really prove nothing, and can not be adopted as standards in arriving at the reasonableness and justness of rates.

198. Exceptional cases of rates made lower than other rates by a carrier on a portion of its line by the action of a competitor, and in which it is without fault itself under the operation of the act to regulate commerce, can not be adopted as the standard as to other rates upon a far distant portion of its line where no such exceptional conditions exist, and the reasonableness of its rates must be determined by altogether different considerations.

199. Where the evidence adduced in a proceeding like this fails to establish grounds relied upon, as stated in the complaint, and upon which it is heard and tried before the Commission by the parties and their counsel, and to which the evidence is directed, but shows that upon a portion of its line, as, for example, between St. Peter, in the State of Minnesota, and Pierre, in the Territory of Dakota, that the rates are made upon a basis which seems to grade them with large differences between stations contiguous to each other, and the grounds assigned for this by the carrier are the additional cost of service incident to operating a new line through a thinly inhabited and but little cultivated country, with very light traffic, and in which the transportation is seriously impeded by snow blockades, and where the coal used for fuel in operating the trains has to be brought by the carrier a distance of nearly 500 miles, but the evidence is not given with that fullness of detail which should sustain such extra rates of charge, the Commission, while it will not hold the rates to be unreasonable, will, also, not hold that they are reasonable, but will investigate this question in a separate proceeding under the statute by which all the parties in interest will have an opportunity to be fully heard, and can bring forward all the evidence upon a subject that is important and involving valuable rights, alike to the public and to the carrier.

200. When, in a proceeding such as this, evidence is introduced by a party and he is permitted to do so for the single purpose of the bearing it may have upon the reasonableness of the rate, which would be inadmissible for any other purpose, and it tends to show a difference of rates of the carrier by which a combination could be made of those rates upon the different tariffs that would be improper and unjust, the carrier not being allowed to controvert it upon the hearing, as to any other feature, except so far as it had a bearing upon the reasonableness of rates, because it would involve a collateral inquiry, the Commission will not determine this collateral inquiry or the question it presents until an opportunity has been furnished the parties to be heard in a proceeding such as is provided for by the statute. For example: Where the complaint of the petitioner makes no allegation that under the tariffs of the carrier freight may be shipped from Chicago to St. Peter at one rate, there unloaded, and then subsequently reshipped from St. Peter to each of the stations between St. Peter and Pierre at a rate which, added to the rate from Chicago to St. Peter, is considerably less than the direct rate from Chicago to each of these stations, but on the hearing the complainant is allowed to introduce evidence upon this subject simply for the purpose of showing that the rates between St. Peter and Pierre are unreasonable and for no other purpose, the carrier having at the time the complaint was made a number of tariffs as follows: A distance tariff for the State of Illinois, a distance tariff for the State of Wisconsin, a distance tariff for the State of Minnesota, a distance tariff for the Territory of Dakota, local tariffs to and from all points on its line in each of the States through which it passes and the Territory of Dakota, and a tariff from and to Chicago and all points along its line, extending to Pierre, a distance of 781 miles.

William C. Scofield, Daniel Shurmer, John Teagle, and Charles W. Scofield, partners under the firm name and style of Scofield, Shurmer & Teagle; James R. Timmins and Andrew R. Timmins, partners under the firm name and style of J. R.

amins & Co.; Christian J. Werwage, doing business under the name and le of The Manufacturer's Oil Company; John W. Fawcett and Thomas F. right, partners under the name and style of J. W. Fawcett & Co.; Alfred Whitter, doing business under the name and style of The Brooks Oil Company; William F. Vliet, Willard L. Nutt, and Martin P. Case, partners under the name and yle of Vliet, Nutt & Co.; W. Carroll Lawrence, Felix Burgert, Henry C. Meyers, nd August E. Schade, partners under the name and style of The Merchants' Oil ompany; The Excelsior Refining Company, a corporation organized under the ws of Ohio; The Globe Oil Company, a corporation organized under the laws of hio; The Cleveland Refining Company, a corporation organized under the laws f Ohio; Louis C. Carran, doing business under the name and style of L. C. Carran & Co. v. The Lake Shore and Michigan Southern Railway Company.

201. Upon the facts of this case it is found, and held, that there is an unlawful preference given by the carrier, in favor of oil shipments in tank-car lots, as against like shipments in barrels, car-load lots, which is ordered to be corrected, and the mode prescribed by which this must be done, giving equal rates on each per pound.

202. It is a common law and charter duty of every railway carrier subject to the act to regulate commerce to furnish a proper and adequate car equipment for all the reasonable needs of the business it advertises and undertakes to do, and if the carrier fails to do this, to the wrongful injury of the shipper, it is liable in damages therefor, but the statute has not clothed the Interstate Commerce Commission with the jurisdiction to order the carrier to furnish any particular equipment of cars, or in fact any cars at all. It is the duty of such carrier to select and furnish its own equipment of cars, under all the responsibility which the law requires of it in so vital and important a matter, for the public has not undertaken to divide responsibility with the carrier in this respect.

203. The law does not forbid a carrier from obtaining cars for the transportation of freight over its line from other carriers or car-furnishing companies, but in every such instance the rates of freight must be exactly the same, and none other, as they would be if such cars were owned by the carrier so using them.

204. The law does not forbid a carrier from obtaining cars from a shipper for the transportation of such shipper's freight over its line, but in every such instance, after deducting a reasonable rent published in the tariff as part of the rate and paid by the carrier to the shippers for the use of such cars, the rates must be exactly the same, and none other, as upon freight transported in the same service in the carrier's own cars; and in every such transaction the carrier, at his peril, must see to it that a shipper furnishing his own cars receives no other or different rates than other shippers who use the cars of the carrier for a similar service.

205. To render a preference of one over another unlawful, under the act to regulate commerce, it is not necessary that it should be accomplished by any "device," and it is equally true that the ingenuity of man can not invent a "device" for the perpetration of an unlawful preference on the part of a carrier engaged in interstate commerce, without incurring the penalties prescribed by the statute.

206. In this particular instance, on account of the phenomenal differences in expense of service rendered, the exceptionally high rates on oil in barrels less than car-load lots as compared with oil in car-load lots are sustained, but the defendant and all other carriers engaged in interstate commerce are notified that there seems to be too great a tendency on their part to make excessive differences in favor of all shipments generally in car-load lots as against shipments of similar articles in less than car-load lots, and that it would be well for each of them to look to their tariffs in this respect before the Commission takes further action on this subject.

Frank L. Hurlburt v. The Lake Shore and Michigan Southern Railway Company.

207. In a proceeding to correct a classification of freight made by the initial carrier, which freight before reaching its destination must pass over the roads of several carriers, it is proper to make all such carriers parties; but if the initial carrier alone is made defendant, the proceeding is not for that reason defective. An order requiring that carrier to make the correction will be effectual for the purposes of all subsequent consignments, and there is no difficulty in its being complied with without asking the consent of others.

208. Persons having an interest in a question pending before the Commission will be allowed to appear and be heard when the case is being submitted, without their being made formal parties.

209. Assurances *made by a carrier that if one will locate* in business on the line of

its road his property shall be taken for transportation as belonging to specified class can not bind the carrier so as to compel a classificat accordingly. A right to special rates can not be made out in that wa the classification must have the same construction in favor of all perso the law requires uniformity and impartiality in the dealings of a carr with all persons.

210. The railway officials who have made a classification can not testify to the understanding of its construction. A classification sheet is put before t public for general information; it is supposed to be expressed in plain ter so that the ordinary business man can understand it, and in connection wi the rate sheets can determine for himself what he can be lawfully charg for transportation. The persons who prepared the classification have more authority to construe it than anybody else, and they must leave it speak for itself.

211. It is competent to prove by the testimony of witnesses in what sense term of art or terms peculiar to any occupation or business are used by thos engaged in such occupation or business. But when such terms are mad use of in a classification sheet to designate the product of a particula employment, they are supposed to be used as understood in that employ ment, and it is not competent for railroad experts, when the meaning of th classification is in question, to testify in what sense they are understood i transportation circles.

212. Under a classification which puts lumber in car-load lots in the sixth class and unfinished wagon materials in the fifth class, it is held that hub block which are prepared as such to be sold to the manufacturers of hubs and of wheeled vehicles, but upon which only so much labor has been expended as is needful to put them in condition for seasoning, are to be regarded as the raw material upon which the process of manufacture of hubs is not yet begun, just as boards or the raw material from which wagon boxes are made. The blocks belong, therefore, when not otherwise specified, in the classification sheet with lumber, instead of with unfinished wagon materials.

John W. S. Brady and George T. Parkhurst, partners, trading under the firm name of J. Parkhurst & Co., *v.* The Pennsylvania Railroad Company, the Pennsylvania Company, the Pittsburgh, Cincinnati and Saint Louis Railway Company.

John Henry Nicolai, trading as "Eagle Oil Works," *v.* The Pennsylvania Railroad Company, the Pennsylvania Company, the Pittsburgh, Cincinnati and Saint Louis Railway Company.

213. Through and continuous lines imply through rates, which must be reasonable rates.

214. When railroad companies make a through and continuous line and offer it for the use of the public, they can not rid themselves of responsibility for unjust charges by breaking the haul in two and calling themselves carriers on the separate ends of their through line.

215. The Pennsylvania Railroad Company operates a part of a through line which it joins in making, and owns a controlling interest in the capital stock of the Pittsburgh, Cincinnati and Saint Louis Railway Company, by which the other part is operated. *Held*, That the Pennsylvania Railroad Company can not free itself from the responsibility of excessive through rates by getting behind the corporate existence of the other company as a separate carrier.

216. The apportionment of rates to different parts of a through line does not determine the charge to the public but may be significant on the question of reasonable rates for the whole distance.

217. The danger from transportation of oil through Pittsburgh when apportioned upon all the business is deemed so unimportant as not to materially affect the rates which should be charged.

The New Jersey Fruit Exchange *v.* The Central Railroad Company of New Jersey and the Lehigh Valley Railroad Company.

218. Rates for the transportation of fruit. The traffic originates in the State of New Jersey, and is destined to the city of New York. But the delivery by the defendants to the consignees is made at Jersey City, in New Jersey, and the rates of defendants are made not to New York, but to Jersey City. Under these facts, the traffic, so far as defendants conduct it, is not interstate, and the Commission has no jurisdiction over their rates.

219. As to certain traffic originating in New Jersey and destined to Pennsylvania, it is held that the showing is too indefinite for any conclusion.

The Lincoln Board of Trade *v.* The Burlington and Missouri River Railroad Company, in Nebraska, and the Chicago, Burlington and Quincy Railroad Company.

220. Municipal subscriptions or gratuities do not affect the question of undue preference under section 3 of the act to regulate commerce.

221. Disparity in existing rates to Lincoln and to Omaha found to correspond so closely with the difference in distance that no change is required upon that ground.

222. Principle that the ratio of rates should decrease with increase of distance conceded, but modifying conditions often exist; some of them stated; as applied to the facts in this case, no change in rates required.

223. Lincoln is not naturally entitled to the same rates from Chicago as Omaha, and if such rates were conceded, Omaha would probably have a valid ground of complaint.

The Kentucky and Indiana Bridge Company *v.* The Louisville and Nashville Railroad Company.

224. The Kentucky and Indiana Bridge Company has the chartered powers of a common carrier, and is such *de facto*. It is, therefore, under the act to regulate commerce, entitled to demand of railroad companies whose lines are intersected by its tracks the same reasonable, proper, and equal facilities for the interchange of traffic and for the receiving, forwarding, and delivering of property that may lawfully be demanded by other carriers under that act.

225. The Louisville and Nashville Railroad Company united with other companies having lines terminating on the Ohio River at or opposite Louisville in a contract, whereby it was agreed that all their business across the river at that point should be taken over the Louisville bridge. The Louisville Bridge Company was a party to the contract, and the tolls were dependent on the amount of business done, and were diminished as the debt of the bridge company was paid off from funds derived from tolls. A new bridge being constructed over the river at this point, one of the railroad companies which had contracted to take all its business over the old bridge transferred the business to the new bridge. The Louisville and Nashville Railroad Company thereupon refused to receive for transportation over its line any freights which had been brought over the new bridge in violation of the contract made with it. *Held*, That this refusal was unlawful.

226. A common carrier by rail to which property is offered for transportation can not in this indirect manner, and by refusal to perform obligations imposed by law upon it, enforce its contracts, but must for that purpose resort to the customary remedies.

227. Nor can a common carrier, as a reason for refusal to afford to another common carrier the customary reasonable and equal facilities for the interchange of traffic, assign the fact that such other common carrier supplies no public necessity, the public having been fully accommodated without it. All railroads created by competent public authority must be conclusively presumed to be public conveniences, and other common carriers can not refuse to exchange traffic with them on any suggestion or showing to the contrary.

228. The fact that statutory regulations of internal commerce are such as to preclude the literal enforcement of preexisting contracts does not affect their validity or make them in a constitutional sense laws impairing the obligation of contracts. Such a consequence is often a necessary result of any considerable change in the general laws, and must be submitted to as such.

229. When a question of rates as between two carriers is involved, the Commission will express no opinion upon it in a case to which one of the carriers is not a party.

The Lincoln Board of Trade *v.* The Union Pacific Railway Company, and the Southern Pacific Railway Company.

230. The grounds of complaint stated in the petition having been obviated by changes in the rate sheets, the Commission abstains from any expression of opinion upon them.

The case above entitled was heard at Lincoln, Nebr., March 21 and 22, 1888, where voluminous testimony was taken. The following cases were heard with it: I. Friend & Son *v.* The Southern Pacific Company, The Denver and Rio Grande Railway Company, and The Burlington and Missouri River Railroad Company. Raymond Brothers & Co. *v.* The Chicago, Burlington and Quincy Railroad Company, The Denver and Rio Grande Railway Company, The Denver and Rio Grande Western Railway Company, and The Southern Pacific Company. Plummer, Perry, & Co. *v.* The Union Pacific Railway Company, and The Southern Pacific Railway Company. Two cases. The Lincoln Board of Trade *v.* The Burlington and Missouri River Railroad Company in Nebraska, The Chicago, Burlington and Quincy Railroad Company, The Denver and Rio Grande Railway Company, The Denver and Rio Grande Western Railway Company, and The Southern Pacific Railway Company.

The Lincoln Board of Trade *v.* The Missouri Pacific Railway Company.

231. Distance by shortest route is properly to be considered in determining the propriety of rates by a longer competing line.

232. Rates from St. Louis to Omaha a little higher than those charged to Lincoln, which is a trifle less distance upon a branch line, sustained under the peculiar circumstances of the case.

233. Consideration should be had of consequences which might follow a modification of the principle upon which the rates complained of are constructed.

234. The general plan upon which rates are constructed from Chicago and St. Louis to Missouri River points and interior Nebraska points approved, no better system being as yet suggested. Difficulties which might result from throwing this system into confusion stated.

235. The operation of the fourth section of the act controls the extent to which Missouri River rates extend into the interior of Nebraska and Kansas; Lincoln and other towns lying west of that line must accept their geographical situation and its consequences.

The Delaware State Grange of the Patrons of Husbandry *v.* The New York, Philadelphia and Norfolk Railroad Company *et al.*

236. The Commission is liberal in allowing amendments to complaints, but will not allow one that would be in effect making a new case.

237. Amendment is not necessary to bring in matters that would have been the subject of proof under the complaint as originally filed.

238. A case involving local rates ordered to be heard before the Commission at a central point in the territory immediately affected by the rates.

In the matter of the Chicago, St. Paul and Kansas City Railway Company.

239. A railroad company which, for cases not apparently affected by water competition or by the competition of carriers not subject to the act to regulate commerce, had issued rate sheets which in many cases made for the transportation of like freights the greater charge for the shorter haul on the same line in the same direction, the shorter being included in the longer distance, was called upon to justify such rate sheets at a public hearing.

240. Notice ordered to be published of such hearing, that competing carriers and the public generally might have opportunity to attend and be heard.

241. The showing by respondent that a competitor for business between the termini of its line makes charges for the transportation of freight which are below what are reasonable and just to the carrier itself, does not alone make out the dissimilar circumstances and conditions entitling the respondent to make charges for the transportation of freights from one terminus to an intermediate station which are greater than those made for the transportation of like freights from the same terminus to the other.

242. The provision in the first section of the act to regulate commerce, that "all charges made for any service rendered, or to be rendered, in the transportation of passengers or property, or in connection therewith, or for the receiving, delivering, storage, or handling of such property shall be reasonable and just, and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful," does not render rates that are unreasonably low illegal in a sense that will authorize the Commission to prohibit their being made.

243. The Commission has no power to order rates to be increased upon the ground that they are so low that persistence in making them would be ruinous.

244. Congress, in the provision above recited regarding rates, was legislating for the protection of the general public, and not for the protection of the carriers against the unreasonable action of their own officers, or against excessive competition. The act to regulate commerce assumes that the carriers in their power to make rates, have ample remedy to protect against rates which are unreasonably low.

245. A leading purpose of the act to regulate commerce is to prevent the giving of unjust preferences and advantages, as between localities, in railroad transportation. This purpose would be defeated if any one carrier by making unreasonably low rates to any locality, would thereby entitle all other carriers competing with it to make on their lines greater charges upon the shorter hauls to other stations than were made over the same line in the same direction to the locality thus favored.

Nathaniel W. Howell, Hiram A. Pooler, Charles M. Thompson, Cornelius B. Wood, and A. T. Moshier, as a committee of the farmers and milk-producers of Orange County, N. Y., *v.* The New York, Lake Erie and Western Railroad Company, The New York, Ontario and Western Railway Company, The New York, Susquehanna and Western Railroad Company, and The Lehigh and Hudson River Railway Company.

246. A question of reasonable rates can not be properly decided without full

knowledge of all the facts concerning the particular traffic in question and its relations to the other traffic of the carrier. Some of the elements stated which are necessary and proper to be considered.

247. Proof that certain rates are very profitable to the road, and that they are higher than the rates charged on certain other somewhat similar commodities, is not of itself a sufficient ground for determining either that such rates are unjust, or what rates would be just and reasonable for the traffic in question.

248. Case retained for further showing upon the question of the reasonableness of the rates charged for transportation of milk and cream from producing points to Jersey City.

249. Grouped rates not peculiar to milk traffic. Other instances stated and distinguished.

250. Transportation of milk an exceedingly peculiar kind of traffic. Time of the first importance. Arrangements stated by means of which the delivery of a regular daily supply to all consumers in large cities is accomplished. The elements of extra expense are substantially the same upon milk transported from every part of the line of road over which the special milk train runs.

251. Grouping of milk rates over large extent of territory not shown to injuriously affect the producers who complain; their product is not reduced in value, nor is any part of it left unsold, while the requirements of consumers demand a steadily increasing area of supply.

252. Prejudice and advantage become undue and unreasonable when the results are such as to effect some tangible injury to the complaining party. Without some proof of damage resulting to complainants, an advantage in rates as related to distance is not necessarily undue or unreasonable, no substantial difference in expense appearing to exist.

253. The existing arrangement by which the same rate is charged for the transportation of milk from all points reached by the regular daily milk trains of the defendant roads found to be not illegal, and on the whole to be the best system that can be devised for the general good of all interested parties.

254. A considerable additional expense, such as is involved in the collection of milk beyond the end of the route of the milk train, is a fact in consideration of which a somewhat higher rate would be just, and is, perhaps necessary, in order to properly equalize the proportionate privileges of the traffic.

The Spartanburg Board of Trade *v.* The Richmond and Danville Railroad Company, The Central Railroad and Banking Company of Georgia, The Louisville and Nashville Railroad Company, The Augusta and Knoxville Railroad Company, The Port Royal and Augusta Railroad Company, The Port Royal and Western Carolina Railroad Company, The Ohio and Mississippi Railway Company, The Nashville, Chattanooga and Saint Louis Railway Company, The Saint Louis, Iron Mountain and Southern Railway Company, The Chicago, Saint Louis and Pittsburgh Railroad Company, The Jeffersonville, Madison and Indianapolis Railroad Company, The Cincinnati, Hamilton and Dayton Railroad Company, The Cincinnati Southern Railroad Company, The East Tennessee, Virginia and Georgia Railway Company, The Western and Atlantic Railroad Company, The Western North Carolina Railroad Company, The Asheville and Spartanburg Railroad Company, The Georgia Railroad Company, The Illinois Central Railroad Company, and The Cincinnati, Indianapolis, Saint Louis and Chicago Railway Company.

255. The Commission is not willing to determine the relative reasonableness of rates at many stations, and in a large extent of territory, upon the mere face of tariffs, and without further proof.

256. Where it is obvious that there are many parties interested as directly as is the complainant in the question before the Commission, opportunity will be given them to appear on the taking of evidence.

257. Where on a question of rates it appears that higher rates are made upon the shorter hauls on the same line and in the same direction, the carrier making them must take the burden of proof to show their reasonableness.

258. A case finally submitted without evidence ordered adjourned to a future day for the purpose of taking evidence on the principle above stated.

C. H. Griffee *v.* The Burlington and Missouri River Railroad Company in Nebraska, and also as lessee of the Atchison and Nebraska Railway.

259. The offense under section 2 of the act to regulate commerce of giving free transportation to an individual consists in the charging, demanding, collecting, or receiving by the carrier from some other person or persons a compensation for a like service when none is contemporaneously charged or received *from the person thus transported* free.

260. Where a free pass was given to a discharged employé of the company on the assumption that he might still be regarded as an employé, but it affirmatively appeared that it was never used, and that it expired in the hands of the party to whom it was issued by a limitation contained on its face, and was produced before the Commission as an unused instrument in a proceeding in which a complaint of its issue was made, *held* that the facts did not show that a breach of the third section of the act had been committed, no free transportation whatever having been had, and the party being entitled to none according to the terms of the instrument as it then was.

The Detroit Board of Trade and the Detroit Merchants' and Manufacturers' Exchange *v.* The Grand Trunk Railway of Canada and the New York Central and Hudson River Railroad Company.

261. When freight, for example grain, is hauled to the seaboard for export, or to New England points, from the Northwestern States and Territories of the American Union; or when freight is hauled from the seaboard, or New England points to the Northwestern States or Territories through the cities of Detroit and Chicago, the rule invoked by the petitioners in this case as a basis of relief, namely, that an estimated portion of this through rate as between the points of origin of the freight and Detroit must not be lower in proportion to distance than the rate upon the freight from such points of origin destined to Detroit, is one that can not be sustained.

262. Rates must be relatively fair and reasonable as between localities in essential respects similarly situated, not according to any rule of mathematical precision, but in substance and in fact, having regard to the geographical and relative positions of the localities, so that one will not be favored to the unjust prejudice of the other.

263. Where a system of rates is made by a number of carriers covering a widely-extended territory which seem to be reasonable in themselves and relatively fair, so far as the evidence in this case shows, the Commission will not order them to be changed at one important point, thereby rendering other changes unavoidable at a large number of other points, and throwing the rates of the entire system into confusion and unsettling values, unless a case arises in which it is necessary that this should be done in order to enforce compliance with the law and to reach the ends of substantial justice.

In the matter of the Tariffs of the Transcontinental Lines.

264. Rates that are just and reasonable from selected manufacturing points, through the entire territory east of the Missouri River and west of the Atlantic seaboard, are *prima facie* just and reasonable from all other points in the same territory.

265. A tariff naming a rate from one locality lower than that enjoyed by its neighbor, when the circumstances are the same, tenders a preference or advantage to the first; and when any shipper is damaged by the exaction of an additional burden the preference becomes undue and unreasonable, unless it can be justified upon some sound and substantial ground.

266. Common carriers are under obligations to take all descriptions of ordinary traffic from all points, and it is right that the rates should be known and announced publicly in advance of the offering of traffic.

267. Under the act to regular commerce shippers are not to be put in a position of subserviency to common carriers, nor required to ask for rates, but are entitled to equal and open rates at all times.

268. Discriminations are made and undue advantages are given by the special tariffs in question, in giving different rates to places named and those not named; to manufactured articles named and those not named; to jobbers at places named and those not named; to manufacturers and to jobbers and other dealers.

James C. Savery & Co., doing business under the name of the American Emigrant Company, *v.* The New York Central and Hudson River Railroad Company, The New York, West Shore and Buffalo Railway Company, The New York, Ontario and Western Railway Company, The New York, Lake Erie and Western Railroad Company, The Delaware, Lackawanna and Western Railroad Company, The Pennsylvania Railroad Company, and The Baltimore and Ohio Railroad Company.

269. The matter of the reception of immigrants at the port of New York having been put by the laws of the State under the control of a board of commissioners of emigration, and that board having made such regulations as it has deemed desirable for the protection of the immigrants until they are ticketed and put on board railroad trains for their respective ultimate destinations, and the Federal Government, through its legislative and executive depart-

ments, having sanctioned the control by the commissioners of emigration, the Interstate Commerce Commission has no authority to interfere with their regulations.

270. Not having the authority to interfere directly and control the commissioners of emigration, it can not do so indirectly by inhibiting the railroad companies from carrying out the arrangements made by the commissioners with them.

271. There is nothing illegal or wrongful in a railroad company making a rate for immigrants as a class, and declining to give the same rate to others for whom different accommodations are furnished.

272. A railroad company which transports immigrants in unfit cars will be required to provide better accommodations, and to ascertain their fitness the Commission will make its own inspection.

273. The rates complained of in this case as excessive were voluntarily reduced pending the proceedings.

James F. Slater *v.* The Northern Pacific Railroad Company.

274. A complaint made for the purpose of retaliation for a fancied wrong, as to get even with a carrier for the revocation of complainant's pass, does not commend itself to the Commission.

275. A carrier which has conformed to the ruling of the Commission should not be prosecuted for alleged violations of law in that respect which have occurred before such ruling was made, and under a construction of the law then approved by the carrier's counsel.

276. Free transportation issued in the form of an annual pass to a person not in the regular and stated service of the carrier nor receiving any wages or salary under a contract of employment, but requested by him as compensation for throwing in its way what business he conveniently could, *held* to be illegal.

In the matter of Relative Tank and Barrel Rates on Oil.

277. In deciding a case against one or more carriers who are charged with making rates which are unjustly discriminating in a certain line of traffic, the decision made upon the facts of the particular case does not necessarily govern rates in other sections of the country where the facts bearing upon them may be altogether different.

8. In cases against carriers who were charged with discriminating unjustly in their rates as against those shipping petroleum and its products in barrels in favor of those who shipped in tank cars, the evidence, among other things, showed that in the territory served by the defendants the shipment in barrels was most dangerous, and also that when shipment was in tanks there was greater likelihood of return loads. The difference in rates made by the carriers was considerable; the Commission equalized this, but still permitted a charge for the weight of the barrel.

In the same cases it was incidentally made to appear that on the Pennsylvania system of roads some of the conditions affecting rates on this traffic were the reverse of those above stated, and the rates had therefore been made the same by quantity, whether the shipment was in tanks or barrels. On the decision above referred to being made the rates on barrel oil were raised by the managers of the Pennsylvania system so as to include a charge for the weight of the barrel. This was claimed to be done in order to come into conformity with the action of the Commission.

That the action was unwarranted. A decision on facts does not establish a principle to govern where the facts are different, and no facts which had been laid before the Commission would have authorized a ruling raising the rates on the Pennsylvania roads on barrel oil, either absolutely or relatively.

New Orleans Cotton Exchange *v.* The Cincinnati, New Orleans and Texas Pacific Railway Company, The Alabama Great Southern Railroad Company, The Vicksburg and Meridian Railroad Company, The Vicksburg, Shreveport and Pacific Railway Company, and The New Orleans and North Eastern Railroad Company.

To correctly estimate the causes influencing the movement of cotton and the falling off in the proportion of the crop received at New Orleans in recent years, the rail lines of transportation constructed improved methods, and new conditions must be taken into account.

Whether railroad companies combine or act separately in making rates and charges is not so important. The essential requirement is that, however made, they shall be reasonable of themselves and so fairly adjusted as to be reasonable in their relations to each other and in their results.

282. That under like conditions freight can be carried proportionally lower for long than short distances is as nearly settled as anything relating to railroad charges can be. Equal mileage rates would often prevent legitimate competition and give a monopoly in transportation to the best and shortest road.
283. The reasonableness of rates can not be fairly determined in a proceeding to which some of the parties responsible for such rates are not parties.
284. Commerce between points in the same State, but which in being carried from one place to the other passes through another State, is interstate commerce, and subject to regulation by the provisions of the act to regulate commerce.
285. In determining what are reasonable rates the fact that a road earns little more than operating expenses is not to be overlooked, but it can not be made to justify grossly excessive rates. Wherever there are more roads than the business at fair rates will remunerate, they must rely upon future earnings for the return of investments and profits.
286. To be reasonable, the rate from Meridian to New Orleans should not exceed $1.50 per bale, compressed cotton.

Rice Robinson and Witherop *v.* The Western New York and Pennsylvania Railroad Company.

287. Where unreasonableness of freight rates on oil in car-load lots is charged on short local hauls, for example, from Titusville, Pa., to Buffalo, N. Y., and the charge is attempted to be sustained on a comparison of these rates with rates on what is usually an inferior grade of oil transported from Titusville through Buffalo to Perth Amboy, N. J., for export, chiefly in the cars of another company, and it appears that upon such shipments destined to Buffalo there are expensive terminal charges, while upon such shipments to Perth Amboy these terminal charges are far less considerable, the circumstances and conditions which control the making of the rates in each instance are substantially dissimilar.
288. In arriving at what is a just and reasonable rate on freight transported by a carrier on a short local line, having but a small volume of business, where the cost of transportation is exceptionally great, arising from steep grades, sparse population, and light traffic, these are circumstances and conditions of controlling weight in the making of the rates and can not be overlooked when a question of their reasonableness is involved, and under such circumstances the fact that an independent pipe line from Titusville to Buffalo transports oil between these points at lower rates than the railroad company constitutes no just reason why the railroad company should be required to reduce its rates to those of the pipe line.
289. Where a change of rates, for example, those on the defendant's line in this instance, would involve a reduction of rates on the Dunkirk, Allegheny, Pittsburg, and other competing lines not parties to this proceeding, and unsettle relative rates in a large extent of territory, such a change ought not to be made unless based upon adequate grounds.
290. The charge of unjust discrimination is not sustained by the evidence in this case.

In the matter of Passenger Tariffs and Rate Wars.

291. Reduction of passenger rates without consent of connecting lines over which tickets are sold, and without filing schedules thereof with the Commission, *held* to be in violation of section 6 of the act to regulate commerce.
292. A passenger rate war in which rates were repeatedly reduced by several competing lines to an exceedingly low basis on a particular class of traffic, without any filing of tariffs, was contrary to the requirements of law, as well as against the true interest of each party thereto.
293. Reductions in competitive passenger rates can not legally be made without at the same time reducing intermediate rates, as required by the fourth section of the act.
294. No necessity or compulsion is created by a war of rates which justifies disobedience of the statute.
295. The employment of ticket brokers and scalpers for the sale of railroad tickets placed in their hands, to be disposed of at reduced rates under the pretense of paying commissions thereon, *held* illegal.
296. Rates lower than the established tariff are prohibited by law.
297. Rates obtained from ticket brokers lower than those offered at the regular offices of the company effect unjust discrimination.
298. The business of ticket brokers and scalpers investigated and described.
299. Existing methods respecting excursion and mileage tickets considered and found to lead to various abuses.
300. Recommendations made for amendment of the law.

William P. Rend *v.* The Chicago and North-Western Railway Company.

301. Group rates may be properly made from a large number of mines composing a coal mining district extending across the State of Illinois to points in western Wisconsin, Minnesota, and Dakota, the distance from each part of the group by some route being substantially a fair equivalent of the distance from other parts, and the commercial necessities being substantially the same for all.

302. The group rate so established is properly extended to coal shipped to the same territory locally from Chicago, no lower rate being possible on account of the operation of the fourth section of the act, some of the lines passing through the mining district en route from Chicago to the points of distribution.

303. Through rates by way of Chicago to the same territory from mines in the eastern part of the group are necessarily made the same with the group rates established on other routes from the same vicinity, and their discontinuance would simply leave the market open to the product of other Illinois mines at the same transportation charge.

304. Under the exceptional circumstances requiring such through rates, shippers locally from Chicago of Ohio and Pennsylvania coal can not justly insist upon rates no higher than the division of such through rate which appertains to the lines running northwest from that city, the circumstances under which the through rate is made being such that it can not be differently adjusted.

305. The question of relative injustice must be viewed upon broader grounds than a mere balancing of one rate against another. A reduction which will throw into confusion an adjustment of rates over a large section of country which are not claimed to be unreasonable of themselves, should not be required without a clear right thereto exists under some direct provision of the law.

306. A reduction of the rates on local shipments from Chicago to the proportion received by the northwestern lines upon the division of the through rates aforesaid would involve either a general reduction from the entire group under the short-haul clause of the law or an abandonment by defendant of the through rates in question, neither of which would benefit complainant, while both would do great injury to all other interests. Under such circumstances the preference is not undue nor is the advantage complained of unreasonable.

Chamber of Commerce of the City of Milwaukee *v.* The Flint and Pere Marquette Railroad Company and the Detroit, Grand Haven and Milwaukee Railway Company.

1. The rate of 30½ cents per 100 pounds on wheat, flour, and mill stuffs from Minneapolis *via* Milwaukee to New York and common billing points, established by the defendants and their connecting lines, February 1, 1888, was a through rate.

2. The percentage, amounting to 25 cents per 100 pounds, received by the defendants and their connecting lines east of Milwaukee as their proportion of this through rate on shipments from Minneapolis and points west of Milwaukee, and between Milwaukee and Minneapolis, while the defendants charge 25½ cents per 100 pounds on the same class of freight originating at Milwaukee and transported over their lines and connecting lines to eastern points, was not an unjust discrimination against Milwaukee, nor did it injure the business of Milwaukee, nor was it a violation of the act to regulate commerce, approved February 4, 1887.

A rate is none the less a through rate when freight is shipped upon a through bill of lading from the point of origin to destination, accompanied by a way bill showing the route over which it is to pass, with the percentages of all the other lines set forth on the way bill, because the initial carrier charges its local rate as part of the total rate and the remaining lines charge an agreed rate made by percentages.

When a combined rate, evidenced by a through bill of lading from the point of origin to destination, has every substantial constituent of a through rate, it is not necessary that it should be formally "quoted" by one of the carriers to another who is engaged in the making of it, in order to constitute it a through rate. Names are nothing in such a transaction; the law looks at the elements and substance of the transaction itself.

Through rates, as such, discussed and defined.

Through rates, like any other agreements that parties competent to contract may make, admit of very great variety in the forms they assume; and such rates, when reasonable and fairly adjusted, in their relations to local business, are greatly favored in the law *because* they furnish cheapened rates *and greater facilities to the public*, while at the same time they give *increased employment and earnings to a larger* number of carriers.

313. The difference between proportions of through rates along the same line should be fairly reasonable in amount and properly guarded in their application, and not such as to injure or suppress business in one locality in order that it may be stimulated and built up in another.
314. Where a rate is in itself a through rate and made up of percentages to an intermediate point on a long haul, the circumstances and conditions of transportation must be rarely exceptional indeed to be of such controlling force as to warrant any considerable excess of such a rate in amount over a percentage of a through rate for an equal distance along the same line by way of the same point to a more distant point.
315. Milling in transit rates as part of a through rate in this case discussed.

Milton L. Myers, survivor of Hostetter & Company, *v.* The Pennsylvania Company, operating The Pittsburgh, Fort Wayne and Chicago Railway, The Baltimore and Ohio Railroad Company, The Lake Shore and Michigan Southern Railway Company, The Pittsburgh and Lake Erie Railroad Company, The New York Central and Hudson River Railroad Company, The Allegheny Valley Railroad Company, and The Pennsylvania Railroad Company.

316. Hostetter's Stomach Bitters, prior to the act to regulate commerce, were shipped under the Middle and Western States Classification in the third class in less than car loads, and in the fourth class in car loads.
317. Bitters generally in that classification were classed in first class in less than car-loads, but were also put in the third class, with the specification "Manufacturer's Account, released by shipper," under which these bitters were shipped. No other article, except wine, was so classified and shipped.
318. After the act to regulate commerce the Official Trunk-Line Classification superseded the former classification and bitters were classified in first class, with other liquids similar in character, marketable value, and manner of shipment. The class rates under the Official Classification are lower than under the one previously used.
319. In October, 1888, by a change in the Official Classification, bitters in car loads were placed in third class.
320. On complaint for unjust and unreasonable rates: *Held*, That a former special and preferred rate is not a fair test of the reasonableness of a present rate.
321. The proper classification of an article is to be judged relatively by the classification of other articles similar in character, quality, and conditions of transportation.
322. The rate on bitters as at present classified, compared with analogous articles, is not so unreasonable as to demand a change of the classification of that particular article. The propriety and extent of a change can more appropriately be acted upon in connection with other articles, in a general revision of the classification.

L. Lippman & Co. *v.* The Illinois Central Railroad Company.

323. A railroad company is under special obligation to give reasonable rates for its local business, but there are many influences which may affect through rates while not bearing upon local rates at all, or, if at all, in less degree.
324. Through rates are not necessarily illegal which when divided between carriers give them less than their local rates, provided that the through rate itself is not less than some one of the locals, or unjustly discriminating against individuals or localities, or so low as to burden other business with part of the cost of the business upon which it is imposed.

In the matter of the Petition of the Produce Exchange of Toledo.

325. After a complaint upon elaborate pleadings and proofs has been heard and determined by the Commission, and no party to the proceeding has applied for a rehearing, an application for a rehearing made by others who were not parties to the proceeding will not be granted.
326. In such a case, if upon a new or different complaint it should appear that any conclusion of the Commission in the case so decided has been erroneous, the Commission would feel it to be a duty to correct such conclusion.
327. Where relative rates are the same at points not far distant from each other on the same system of railroads, it is the practice of the Commission in determining the reasonableness of rates upon a complaint made at one of these points to consider the bearings and relative equality of rates at all of the points so situated, before ordering a change at any one of them in order to avoid preference to one and prejudice to another.

The Michigan Congress-Water Company *v.* The Chicago and Grand Trunk Railway Company.

328. Where a complaint is made against the reasonableness of through rates agreed upon by several connecting lines, it is necessary to make all such connect-

ing lines parties defendant. Citing and affirming the rule laid down on this subject in 1 I. C. C. Rep., 199; 1 I. C. C. Rep., 237; 1 I. C. C. Rep., 490.

329. Unauthorized declarations of a depot agent, implying that a tank car, which has just returned from one long journey, is in a safe condition to be loaded and started on another long run, are not binding upon the railway company.

330. After a freight tank car has just returned from one long journey it is the duty of the carrier, before permitting it to start out loaded on another distant run, in which the lives and safety of brakemen, trainmen, and the property of the shipper will be involved, to have such car carefully inspected by a competent inspector, in order to ascertain whether it is in a safe condition for such service.

331. On all the facts in this case, *held*, (1) that the tank car of complainant when loaded was not in a safe condition to be transported by the defendant in April, 1888, and that it was not the duty of defendant to transport it at that time; but it was the duty of complainant to have it repaired before insisting upon its being transported by the defendant; (2) that neither the defendant nor any of its officers and agents have been engaged, as complained, in combinations with connecting lines, or other parties, to prevent complainant from obtaining reasonable rates and facilities for the transportation of its mineral water, or to give other mineral waters a preference in rates and facilities over those accorded to complainant; (3) that defendant's officials and agents have not acted in a malevolent spirit toward complainant in throwing obstructions in the way of its transporting mineral water over defendant's line and its connecting lines.

M. C. Logan, F. D. Babcock, and E. M. Parsons, executive committee of the orthwestern Iowa Grain and Stock Shippers' Association *v.* Chicago and North-estern Railway Company.

2. The service may be rendered under such dissimilar circumstances as to make it lawful to charge more for the same distance on one line or branch than on another line or branch of the same road.

3. A departure from the rule of equal mileage rates as applied to the several branches of the road is not conclusive that such rates are unlawful, but the burden is on the company making such departure to show its rates to be reasonable when disputed.

4. A railroad company while long maintaining a rate without the presence of competition on other than equal terms is making evidence that such rate is not too low.

5. The Chicago and North Western Railway Company has two routes or lines between Chicago and Sioux City, formed by its main line and different branch lines, and a greater charge for a shorter than for a longer distance in the same direction, the shorter being included in the longer distance, on either of said routes or lines, is unlawful under the fourth section of the act to regulate commerce.

Two of the south branch lines of said railway company are crossed by the main line of the Chicago, Milwaukee and St. Paul Railway Company. From points on these branch lines the North Western Company comes in competition with the St. Paul Company, from its main-line points. *Held*, That the charges on these branches do not establish a standard of reasonable rates for like distances from points on the north branch of the same company, where no such competition exists.

Said railway company had in force from Nebraska points to Turner, Ill., a tariff sheet directing corn destined to the seaboard to be billed from such Nebraska points to Turner at different rates when destined to different seaboard points. The corn was carried from Nebraska to Chicago, where the rebilling and transferring was done. No shipments could be made under this tariff from Iowa points. *Held*, That, as billed, the shipment was to Turner; that by billing at different rates to Turner an illegal preference was given, and that Iowa grain growers were subjected to unreasonable disadvantage in marketing corn.

mperial Coal Company and Andrews, Hitchcock & Company *v.* The Pittsburgh Lake Erie Railroad Company, and The New York, Lake Erie and Western lroad Company, as lessee of the New York, Pennsylvania and Ohio Rai road.

6. A group rate for a particular district upon a commodity for which a large demand exists, and intended to place producers in the district upon an equality among themselves and with producers of the same commodity from other districts, all competing in a common market, is not unlawful merely on account of differences *in the geographical location* of different producers *and their respective distances from the market.*

339. Actual undue prejudice or damage of which the rate is the cause must resu to the more favorably situated producers to render a group rate unlawful.

340. In determining the question of undue prejudice from a rate distance is onl one of the factors and other material facts, such as character and quality o the commodity, cost of production, extent and nature of the competition i the business itself and by other transportation lines, and the interests o the public in the use of the commodity and its market cost are to be co sidered.

341. A rate of 90 cents a ton on coal shipped to Lake Erie for a district coverin a radius of 40 miles around Pittsburg, Pa., embracing a large number o mines of substantially like cost of production and like character of coal has prevailed since the act to regulate commerce took effect. The coal from the different mines is in competition at Lake Erie, and is transported over several different and competing lines of railroad, all carrying at the same rate. The coal from the district is also in competition with similar coal from the Hocking Valley district in Ohio, and from other districts. The complainant's mines are near the center of the district and some mines in competition with them are at a greater distance from the lake, varying from 20 miles to 43 miles. On all the facts of the case, *held*, that the rate in itself not being unreasonable it does not appear that it subjects the complainants to undue prejudice, or that it gives an unreasonable preference to the more distant mines.

342. The question of a greater charge in the aggregate for a shorter than for a longer distance over the same line in the same direction is not to be determined by the proportion allotted to different roads on the line, but by the rate as an entirety.

In the matter of Joint Water and Rail Lines.

343. The act to regulate commerce does not empower the Commission to compel railroad companies to enter into joint arrangements with carriers by water for through carriage at through rates.

344. The fact that a railroad company makes such joint arrangements for one of its branch roads will not charge it with unjust discrimination for refusing to make identical arrangements on other parts of its system when it appears that from such other parts of its system it actually makes through arrangements by a more direct route and at the same rates which are presumptive of equal convenience to shippers.

In the matter of Passenger Tariffs.

345. Methods generally adopted by carriers in the preparation and publication of rate sheets, if in substantial compliance with the law, and sufficient for the purposes of public information, while not necessarily to be accepted by the Commission as a standard, may be acquiesced in until a better mode can be substituted.

346. When there is no joint rate in effect from a station on the line of one carrier to a station on another carrier's line, to which a ticket is applied for, it is competent to name a through rate made up of the sums of rates prevailing on the several roads or parts of roads made use of in the journey; using for such a through rate local rates, where there are no joint rates in effect, and joint rates in combination with locals where they are in effect for any part of the distance. When no joint rates are announced, it is understood that the local rates are employed in arriving at the through rate.

347. New individual or joint passenger tariffs must be posted at stations to which they apply, and tickets can legally be sold on combinations of initial or terminal locals therewith.

348. Mileage, excursion, or commutation passenger tickets must be offered impartially to all who accept the conditions on which they are issued, and the rates at which they are sold must be published. The general requirements of the act to regulate commerce as amended, are as applicable to these classes of tickets as to any others.

349. Party rates and passengers car-load rates lower than contemporaneous rates for single passengers constitute discrimination between persons entitled to transportation at equal rates, and are therefore illegal.

The Little Rock and Memphis Railroad Company *v.* The East Tennessee, Virginia and Georgia Railroad Company and The St. Louis, Iron Mountain and Southern Railway Company.

350. English legislation and the procedure thereunder, in respect to applications by carriers to be admitted to through routes and to participate in through rates, stated; and principles then applied explained.

51. The act to regulate commerce was probably intended to effect similar results, but in its present form and in the absence of the necessary machinery, it is not adequate to afford the relief prayed in the petition.
52. Recommendations of Second Annual Report for amendment of section 3 renewed. Kentucky and Indiana Bridge Company v. Louisville and Nashville Railroad Company (2 I. C. C. Rep., 162), referred to and explained.

In the Matter of the Tariffs and Classifications of the Atlanta and West Point Railroad Company and other companies.

53. Investigation by the Commission, on its own motion, concerning course pursued by certain carriers in respect to compliance with the provisions of the act to regulate commerce.
54. Results as ascertained stated, and recommendations made for further advances in the direction of conformity to the law.
55. Short-haul clause, principles giving application of as heretofore announced by Commission, and again affirmed and applied.
56. Form of tariffs and classifications in use criticised and requirements of statute stated in respect thereto.

v. Robinson and Witherop v. The Western New York and Pennsylvania Railroad Company.

57. After a case has been decided, a petition to open it for further testimony and a rehearing should be verified, and should indicate the nature of the new testimony and its purpose.
58. When a question of general public interest is involved, the Commission, in its own discretion, and in furtherance of justice, may open a case to give parties the benefit of a more extended investigation of the same subject-matter in other pending cases.

he matter of the Investigation of the Acts and Doings of the Grand Trunk ilway Company of Canada in the Transportation of Traffic from the United ites into Canada.

59. The provisions of the act to regulate commerce apply to foreign as well as domestic common carriers engaged in the transportation of passengers or property, for a continuous carriage or shipment, from a place in the United States to a place in an adjacent foreign country.
60. The common carriers engaged in such transportation are subject to the provisions of the act in respect to the printing of schedules of rates, fares, and charges for the traffic they carry, the posting and filing with the Interstate Commerce Commission of copies of such schedules, the notice of advances and reductions, and the maintenance of the rates, fares, and charges established and published and in force at the time.
61. Such common carriers are also subject to the provisions of the act in respect to joint tariffs of rates, fares, and charges for continuous lines or routes.
62. The carriage of freights can not be prevented from being treated as one continuous carriage from the place of shipment to the place of destination by any means or devices intended to evade any of the provisions of the act.
63. Under the provisions of the act the Grand Trunk Railway of Canada is required to print, post, and file its schedules of rates and charges for the transportation of property from points in the United States to points in Canada, and can not lawfully charge, demand, collect, or receive from any person or persons a greater or less compensation therefor, or for any services in connection therewith, than is specified in such published schedule as may at the time be in force.
64. Upon an investigation by the Commission it appeared that the Grand Trunk Railway Company of Canada transports coal and coke under a schedule specifying a total rate from Buffalo, Black Rock, and Suspension Bridge, in the United States, to Hamilton, Dundas, and several other points in Canada, and that the published tariff rate for such transportation from points named to Hamilton and Dundas is $1 a ton, but that it accepts a reduced charge or allows a rebate of 25 cents a ton in favor of certain consignees at Hamilton, Dundas, and other points in Canada.
65. *Held*, That the reduced charge accepted, or rebate allowed, is in violation of the act to regulate commerce and unlawful.
66. The Interstate Commerce Commission has authority to institute investigations and to deal with violations of the law independently of a formal complaint or of direct damage to a complainant.

im H. Heard v. The Georgia Railroad Company.

It is a lawful duty that a carrier, like the defendant, owes to the traveling *public in carrying out its rule of furnishing* separate cars to white and col-

ored passengers on its line engaged in interstate travel, to make them eq in comforts, accommodation, and equipment, without any discrimination.

368. It is a lawful duty which a carrier, like the defendant, owes to the traveli public, engaged in interstate travel over its line, to afford the equal prote tion of the law alike to all such passengers, without regard to race, col or sex, against undue prejudice and disadvantage from disorderly condu on the part of other passengers or persons.

369. On the facts in this proceeding, *held*, that the defendant violated the law each of the foregoing respects as against petitioner.

Putnam P. Bishop *v.* H. R. Duval, receiver of the Florida Railway and Navigati Company.

James A. Harris *v.* H. R. Duval, receiver of the Florida Railway and Navigatio Company, and other carriers.

370. When, pending a proceeding begun to test the reasonableness of rates, th rates are reduced and made satisfactory to the complainants the Commissi will not consider the question whether the rates before reduction were were not excessive; that question having by the reduction made becom purely abstract and speculative.

371. The question whether rates paid ought to be refunded having been presente to a judicial tribunal, where it is now pending, the Commission will no take cognizance of it.

Milton L. Myers, survivor of Hostetter & Co, *v.* The Pennsylvania Company, operating The Pittsburg, Fort Wayne and Chicago Railway, The Baltimore and Ohio Railroad Company, The Lake Shore and Michigan Southern Railway Company, The Pittsburgh and Lake Erie Railroad Company, The New York Central and Hudson River Railroad Company, The Allegheny Valley Railroad Company, and The Pennsylvania Railroad Company.

372. A petition to reopen a case that has been decided, and for a rehearing, should show *prima facie* that some material testimony has been overlooked or misapprehended, or some error in the findings of fact or conclusions of law.

373. When the application is insufficient in these respects, and only asks for a rediscussion of the facts and law already considered, with no offer of new evidence that can change the result, the application will be denied.

The New York Produce Exchange *v.* The New York Central and Hudson River Railroad Company, The Michigan Central Railroad Company, The Lake Shore and Michigan Southern Railway Company, The Chicago and Grand Trunk Railway Company, The Great Western Railway Company of Canada, The New York, Lake Erie and Western Railroad Company, The Chicago and Atlantic Railway Company, The New York, Pennsylvania and Ohio Railroad Company, The New York, Chicago and St. Louis Railroad Company, The West Shore Railroad Company, The Delaware, Lackawanna and Western Railroad Company, The Grand Trunk Railway Company of Canada, The Pittsburgh, Fort Wayne and Chicago Railway Company, The Pennsylvania Railroad Company, The Pittsburgh, Cincinnati and St. Louis Railway Company, The Wabash Western Railway Company, The Baltimore and Ohio Railroad Company, The Philadelphia and Reading Railroad Company, and The Central Railroad Company of New Jersey.

374. From November 4, 1887, to February 20, 1888, the Trunk Lines, so called, under resolutions of their Association, made through export rates of which the inland proportion accepted by them was, at the port of New York, often 10 cents or more per hundred pounds less on like traffic than the published tariff rates charged at the same time to the same port. *Held*, That the discrepancy between the proportion of the through rate accepted and the established tariffs for sea-board consignments for the same inland carriage is not shown to have been justified by any circumstances tending to show that it was just or proper, and that it must therefore be deemed an unjust and unlawful discrimination as against the transportation terminating at that port.

375. It is essential that any method for making rates should be practicable, and not afford a cover for discrimination and injustice. The only practicable mode yet devised for making through export rates, as appears by past experience, is to add to the established inland rates from the interior to the seaboard the current ocean rates.

376. Under the amendments of March 2, 1889, to the statute requiring ten days' previous notice of advances and three days' previous notice of reductions in rates, they can not be varied from day to day, or oftener, to meet fluctuations in ocean rates.

377. Whenever a tariff is established for merchandise billed or intended for export by sea, and ocean rates are not specified, either because of fluctuations or

for any other reason, so that only the charge for inland transportation is definitely fixed, the tariff as filed and made public should show the rate charged by the inland carrier or carriers to the point of export, including all terminal charges and expenses, and should also show in what manner the through rate to the point of ultimate destination is to be determined, whether by addition of the ocean rate from time to time prevailing, or how otherwise.

J. P. Sanger v. The Southern Pacific Company, lessee of the Central Pacific Railroad, and The Union Pacific Railway Company.

378. A misapprehension under which a party has paid for one journey in two sections, whereby the cost of the transportation has been made more than it would have been had a through ticket been purchased, may lawfully be corrected by return of the excess, though the carriers were without fault and only charged for each portion of the journey the regular rates.

No. 184. George Rice v. The Cincinnati, Washington and Baltimore Railroad Company, The Cincinnati, Indianapolis, St. Louis and Chicago Railway Company, The Chicago, Rock Island and Pacific Railway Company; The Union Pacific Railway Company, and The Central Pacific Railroad Company.

No. 185. George Rice v. The Cincinnati, Washington and Baltimore Railroad Company, The Ohio and Mississippi Railway Company; The St. Louis and San Francisco Railway Company; The Atchison, Topeka and Santa Fé Railroad Company; The Atlantic and Pacific Railroad Company, and The Southern Pacific Company.

No. 194. George Rice v. The Louisville and Nashville Railroad Company.

In the matter of the Application of the Petitioner for Subpœnas *duces tecum*.

379. In laying down rules upon the subject of what an application shall contain for the compulsory production of books, papers, tariffs, contracts, agreements, and documents relating to any matter under investigation, the Commission is governed by the provisions of the act to regulate commerce and the objects and purposes of this statute, but in connection with these will also consider the practice in the courts of the United States, as well as the rules prescribed by Federal statutes in proceedings which seem to be most nearly analogous to proceedings in which such application to the Commission is made.

380. In proceedings between parties, when such an application is made to the Commission, to compel parties who are not engaged as carriers in interstate commerce, or others who are strangers to the proceeding, to produce books, papers, and documents, the application should be in writing, addressed to the Commission, and should specify, as nearly as may be, the books, papers, or documents for the production of which process is desired, and be accompanied by an affidavit that the books, papers, or documents described are in the possession of the witness or under his control, and should set forth facts which make a *prima facie* case that these contain evidence that is material and necessary to the party seeking their production in the pending proceeding; and in such a case the *prima facie* showing that what is required to be produced will be legal evidence for the party demanding it ought to be very clear and full.

381. Where the application is made to compel one who is a party to the proceeding and who is a carrier engaged in interstate commerce to produce its books for the purposes of evidence in a pending proceeding, it is sufficient for the application to indicate in writing in a general way what books of the carrier should be produced, and that there is reason to believe, and that the applicant does believe, that in the course of the hearing they will become of service, on account of the light they will throw upon the questions in controversy in the proceeding and as an evidence of good faith; in making the application, the applicant should make an affidavit, as part of the application, that such application is made in good faith, and not for the purpose of vexing or harassing the defendant; and upon such a showing, as a general rule, the process should issue, unless the number of books called for should be so large, or from other exceptional circumstances, the Commission should order the testimony to be taken at such place as would avoid oppression in producing the books at a far-distant hearing, and expedite the progress of the investigation.

382. The difference that exists in what should be a *prima facie* showing for compulsory process for the production of books, papers, and documents as between parties not engaged as carriers in interstate commerce, or strangers to the proceeding, on the one hand, and on the other hand, carriers who are engaged in interstate commerce, is the one that is very manifest. The books *of carriers engaged in interstate commerce*, whether made up from

shipping tickets, way bills, expense bills, or otherwise, are supposed to give the exact particulars of the consignment, showing the weight, ra and amount of charges to be paid to the company's agent, and are put this enduring form at the time of the consignment as part of the transacti upon rates that the law requires to be open and public, and thus they gi a history of the details of the transaction, and are in the nature of semipu lic records. Shippers, consignees, and even the public, may well have interest, under certain circumstances, in the evidence these records affo as to rates, charges, facilities furnished, and the general movement freight. The books of strangers to the proceeding, and of parties n engaged as carriers in interstate commerce, do not necessarily occupy a such relation to these transactio s, though there may possibly be such showing as would make them material and competent evidence in pr ceedings in which these transactions come into controversy.

383. There are several modes of procedure by which the inconvenience to th defendant carriers of producing books, and the delay and labor of going ove their entries, might be avoided by petitioner. For example: If one or mo witnesses should be subpœnaed from the different companies proceede against, and a notice should be served with the subpœna, requiring the wi nesses to furnish the published rates and tariffs of such company, for a spec ified period, and also requiring them to furnish statements of the actua charges made and car facilities furnished during such period, to the Standar Oil Trust and the others named in the application, if different from th published tariffs and schedules, it would probably be sufficient for all th purposes of these proceedings; or if the parties would take depositions by consent in advance of the hearing, it would answer the same purpose.

384. In proceedings like these it is enough to show the rates actually charged, if there are or have been any such, to certain shippers or consignees different from the published tariff rates, or the preferential facilities, if any such, fur nished by the defendants to some shippers or consignees and not to others, or the comparative rates on the different commodities named in the com plaints, and from and to designated points. Innumerable shipments, with all their minuteness of detail over the various lines that were made for many years before the act to regulate commerce took effect, as well as since that date, and the names of the consignors and consignees at so many different points, through these long periods of time, seem to be immaterial. It appears to be sufficient for all the purposes of these cases to show the rates published, the rates actually charged, and the facilities furnished from and to designated points since the act to regulate commerce went into effect, and for whatever light these may throw upon the question of the reasonableness and justness of the rates, if any, and the fairness of the facilities afforded by way of comparison, what these were for a reasonable time; for example, for a period of twelve months before the act to regulate commerce went into effect.

385. The books of the defendant carriers as to rates charged, facilities furnished, and general movements of freight, being in the nature of semipublic records, to any extent that they can fairly and justly save time, labor, or expense to complainant, or to their companies, by giving to him in response to any calls he may make, statements of facts shown by their books, records, or files which may probably have importance on the hearing, the officers and agents of the defendant carriers, under the direction of defendants, ought to give such statements, and ought to do so as promptly as may be found reasonably practicable. Much unnecessary controversy, inconvenience, and delay might well be avoided in the first instance, as well as in subsequent stages of proceedings, if carriers would exhibit, without technical objection, what their books show in reference to a transaction in question to anyone who calls for the information in good faith, believing, though perhaps erroneously, that it is, or may be, important to his interests, and when the application is seasonably and properly made, with a due regard for the convenience of the carriers' agents and officers; and the instances are numerous in which it would put an end to the controversy, and in many others that the party would not then trouble the carrier for the production of the books.

386. As the application in these cases does not conform to the rules herein stated in reference to making a *prima facie* showing for the compulsory production of the books, papers, and documents, either as against the defendant carriers or those who are strangers to these proceedings, the relief it seeks can not now be granted, and for the present must be denied; but this does not preclude the petitioner from renewing his application, provided, in doing so, he conforms to the rules indicated.

ncoln Board of Trade v. The Union Pacific Railway Company and The South-Pacific Company, and five other cases.

The relief claimed having been conceded, no opinion of the Commission is filed.

Pennsylvania Company, operating the Jeffersonville, Madison and Indianapolis ilroad, v. The Louisville, New Albany and Chicago Railway Company.

Chicago, St. Louis and Pittsburg Railroad Company v. The Cleveland, Cincinati, Chicago and St. Louis Railway Company.

388. The Commission does not give opinions on abstract questions.

389. Where a case involving the reasonableness of rates has been disposed of by the carrier assenting to the rates demanded, no opinion will be expressed on the rates which have been abandoned, even though the parties request it.

390. Such a course is particularly advisable and proper when it is apparent that other parties than the one complained of are interested in the question, and have not had the opportunity to be heard upon it.

Mary McMorran and Edmund B. Harrington v. The Grand Trunk Railway Company of Canada and The Chicago and Grand Trunk Railway Company.

391. Through rates are not required to be made on a mileage basis, nor local rates to correspond with the divisions of a joint through rate over the same line; mileage is usually an element of importance, and due regard to distance proportions should be observed in connection with the other considerations that are material in fixing transportation charges.

392. When rates on the line of a carrier are on their face disproportionate or relatively unequal, the burden is on the carrier to justify them when challenged.

393. Grain and grain products classified alike are presumptively entitled to equal rates, and if a difference is made by a carrier it assumes the burden of sustaining it by satisfactory evidence.

394. Upon complaint against the Grand Trunk Railway of Canada for alleged unreasonableness of a rate of 8 cents a hundred pounds on grain and 10 cents a hundred pounds on grain products from Port Huron to Buffalo, as compared with a through rate of 15 cents a hundred pounds from Chicago to Buffalo over the line formed by that road and the Chicago and Grand Trunk road, *held*, that though the local rate from Port Huron to Buffalo might be regarded as disproportionate on the basis of distance alone, other considerations are involved, and in view of the terminal and ferry expenses at Port Huron, the Niagara Bridge charges, and the Buffalo terminal expenses, all of which are borne by the Grand Trunk Railway of Canada alone upon business originating at Port Huron, the complaint against the 8-cent rate on grain is not sustained; but no good reason having been shown for a higher rate on grain products, that portion of the complaint is sustained, and the products ordered to be carried at the same rate as grain.

Abiel Leonard v. The Chicago and Alton Railroad Company, and Logan B. Chappelle v. The Same Company.

395. A practice had existed on the part of certain carriers of live cattle to make a car-load rate irrespective of weight, leaving the shipper to load into the car as many cattle as he pleased and was able to put into it. The carriers substituted for this practice the rule that while naming a car-lot rate they prescribed a minimum weight for a car load, and then charged by the hundred pounds in proportion to the car-lot rate for any excess over the minimum. *Held*, That this rule was not unlawful.

396. *Prima facie* the new rule is more just and reasonable than the practice it supplanted, since the charge is more in proportion to the service rendered

397. The fact that some difficulties are found to exist in the prompt and accurate weighing of the cattle is not a reason for abolishing the new practice, but rather for improving and perfecting it.

398. The fact that by the action of certain State commissions a car is permitted to be loaded by the shipper at discretion without the car-lot rate being affected thereby is not a reason for adopting the like rule in interstate traffic if that course is found not to be most just and politic.

399. The grant to the Federal Government of the power to regulate interstate commerce is full and complete, and can not be narrowed or encroached upon by State authority, either directly or indirectly. The fact, therefore, that one or more States have adopted a particular regulation is not a reason for applying it to interstate commerce if in itself it appears to be objectionable. State action will *always be treated with* the highest deference and *respect, but can not be allowed to control in* matters within the Federal *jurisdiction.*

James & Abbott *v.* The East Tennessee, Virginia and Georgia Railway Comp the Norfolk and Western Railroad Company, the Shenandoah Valley Rail Company, the Cumberland Valley Railroad Company, the Pennsylvania Rail Company, the New York, New Haven and Hartford Railroad Company, and New York and New England Railroad Company.

400. The presence of combined rail and water competition at a longer distance p does not justify a greater charge for a shorter distance while the car maintains the shorter-distance rate where such competition is of greater f and more controlling than at the longer-distance point.

401. Nor does the fact that the freight is lumber, which has paid a local rate o the roads of the defendants or of other railroad companies to the lon distance point, justify such greater charge for a shorter distance.

402. Nor is such greater charge justified by the fact that the lumber business of roads of a connecting line or any of them was done in cars which carri machinery to the longer-distance point when profitable return loads w not always to be had.

403. Nor does a difference in the bulk and value of lumber justify such grea charge when the carriers in their published rate sheets put the lumber the same class and at the same rate.

404. Distance is not always the controlling element in determining what is a r sonable rate, but there is ordinarily no better measure of railroad service carrying goods than the distance they are carried.

405. And where the rate of freight charges over one line, on similar freight carri from neighboring territory to the same market, is considerably greater th over other lines for distances as long or longer, such greater rate is held t be excessive and should be reduced.

The Oregon Short Line Railway Company *v.* The Northern Pacific Railroad Company.

406. Under the Rules of Practice issued by this Commission a replication to a answer is not required or allowed.

William L. Rawson *v.* The Newport News and Mississippi Valley Company, the Baltimore and Ohio Railroad Company, and L. Boyer's Sons.

407. Where a tariff complained of was abandoned by the carriers for a long period of time before the complaint was made and shortly after the tariff was put in force, the Commission will not make an order requiring the carriers to cease and desist from enforcing such tariff, because such an order would be vain and useless.

408. The amendment of March 2, 1889, expressly provides that it shall have no application to pending proceedings, and as this proceeding was pending at the time no reparation can be awarded, and the remedy of the petitioner is in the courts.

Frederick A. White *v.* The Michigan Central Railroad Company and The Lake Shore and Michigan Southern Railway Company.

409. When a complaint charged that the respondent railroad companies, which were common carriers subject to the act to regulate commerce, were accustomed to make deductions of from 5 to 10 pounds of wheat per load from the true weight when delivered by the farmer to the buyer at the elevators of the respondents, and gave receipt to the farmer for the amount as thus diminished, upon which the latter was paid by the buyer, thereby suffering a loss to the extent of such reduction, but failed to charge that the wheat was delivered for interstate transportation, or, indeed, for transportation anywhere, it was *held* that the complaint was insufficient in substance to show violation of the act to regulate commerce, and that the respondents were entitled to have it dismissed on their motions to that effect, but that the dismissal should be without prejudice.

410. An averment that the respondents were interstate common carriers subject to the act to regulate commerce was not of itself sufficient to warrant an inference, under a motion to dismiss a complaint for insufficiency, that wheat delivered at an elevator of the respondents was for interstate commerce.

411 This case was heard solely upon the respondents' motions to dismiss the complaint for insufficiency of its allegations to show violations of the act to regulate commerce, but the complainant having filed some depositions taken before the hearing of said motions, the Commission looked into this evidence with a view of seeing what light it shed upon the general claim of unlawful practice by the respondents, and upon the duty of the Commission to proceed against them on its own motion.

Harvey Bates and H. Bates, jr., *v.* The Pennsylvania Railroad Company and The Pennsylvania Company.

412. The defense of water competition from Chicago and the lake shipping points to seaboard points east, as a justification for an otherwise unjustifiable discrimination in rate between corn and its direct products from Indianapolis to said seaboard points was held to be untenable, owing to the situation of Indianapolis as to the lakes and to the location of the territory where the corn was mainly raised that was marketed at Indianapolis, and to the other facts established in this case.

413. Where an existing classification and rate are not shown to operate injuriously to the carriers from a given point or to give undue advantage to shippers, a change is not justifiable that materially injures an important industry and a class of shippers at that point who have there built up the industry in reliance upon a continuation of the previous classification and rate first established and long maintained by the carriers themselves, without complaint from any quarter. Such change in classification and rate would subject the persons engaged in the industry and the locality and the particular traffic to unreasonable disadvantage within the prohibition of section 3 of the act to regulate commerce.

414. A discrimination between the rate on corn and its direct products from a given locality resulting from a reduction of the rate on corn below the rate on its direct products, which subjected persons in that locality engaged in the business of manufacturing corn into its direct products and of selling the same to unreasonable prejudice or disadvantage, and was without necessity or advantage to the carrier, or any reason founded on the character or condition of the traffic. *Held* to be in violation of section 3 of the act to regulate commerce, notwithstanding the new rate on corn was open to all persons equally and with equal service.

415. When carriers other than the respondents of record are committing the same violations of the act to regulate commerce as the respondents, an order may issue against the respondents and the cause be held for the purpose of bringing such other carriers into it to be proceeded against unless they comply with the order.

The Chicago, Rock Island and Pacific Railway Company *v.* The Chicago and Alton Railroad Company.

416. Where property is to be transported by rail by continuous and uninterrupted carriage from one station to another, there may be sound and legal reasons for making a charge for the through transportation which is less than the sum of the locals for the transportation of like property from point to point between such stations.

417. But where property is billed from one station to another with the understanding that it is to be unloaded at an intermediate station, and that whether it shall be reloaded for further carriage will depend upon the volition of the shipper or of any one who may have become purchaser, the case does not fall within the reasons governing rates on through transportation, and the carrier is not at such intermediate points entitled to have the carriage protected as a through shipment as against competitors.

The Pittsburgh, Cincinnati and St. Louis Railway Company *v.* The Baltimore and Ohio Railroad Company..

418. Passenger excursion rates are required to be published according to the provisions of section 6 of the act to regulate commerce.

419. Party-rate tickets are not commutation tickets, and when party rates are lower than contemporaneous rates for single passengers they constitute discrimination and are illegal.

F. B. Thurber, M. N. Day, E. A. Doty, H. K. Miller, W. B. Timms, B. F. Shores, committee of the New York Board of Trade and Transportation *v.* The New York Central and Hudson River Railroad Company, The New York, Lake Erie and Western Railroad Company, The Delaware, Lackawanna and Western Railroad Company, The Pennsylvania Railroad Company, and The Baltimore and Ohio Railroad Company.

Thomas L. Greene, as manager of the Merchants' Freight Bureau and as representing two hundred and eighty-one retail merchants in six different States, *v.* The Same Defendants.

Francis H. Leggett & Co. *v.* The Same Defendants.

420. Classification of freight for transportation purposes is in terms recognized by the act to regulate commerce, and is therefore lawful. It is also a valuable convenience both *to shippers and carriers.*

421. A classification of freight designating different classes for car-load quanti for transportation at a lower rate in car loads than in less than car load not in contravention of the act to regulate commerce. The circumsta and conditions of the transportation in respect to the work done by the rier and the revenue earned are dissimilar, and may justify a reasona difference in rate. The public interests are subserved by car-load clas cations of property that, on account of the volume transported to re markets or supply the demands of trade throughout the country, leg mately or usually moves in such quantities.

422. Carriers are not at liberty to classify property as a basis of transportat rates and impose charges for its carriage with exclusive regard to their o interests, but they must respect the interests of those who may have oc sion to employ their services, and conform their charges to the rules of re tive equality and justice which the act prescribes.

423. Cost of service is an important element in fixing transportation charges a entitled to fair consideration, but is not alone controlling nor so appli in practice by carriers, and the value of the service to the property carri is an essential factor to be recognized in connection with other conside tions. The public interests are not to be subordinated to those of carrie and require proper regard for the value of the service in the apportionme of all charges upon traffic.

424. A difference in rates upon car loads and less than car loads of the same m chandise between the same points of carriage so wide as to be destructi to competition between large and small dealers, especially upon articles general and necessary use and which, under existing conditions of trad furnish a large volume of business to carriers, is unjust and violates the pr visions and principles of the act.

425. A difference in rate for a solid car load of one kind of freight from one co signor to one consignee, and a car-load quantity from the same point shipment to the same destination consisting of like freight or freight like character from more than one consignor to one consignee, or from on consignor to more than one consignee, is not justified by the difference i cost of handling.

426. Under the official classification, the articles known in trade as grocery arti cles are so classified as to discriminate unjustly in rates between car load and less than car loads upon many articles, and a revision of the classifica tion and rates to correct unjust differences and give these respective mode of shipment more relatively reasonable rates is necessary, and is so ordered.

George D. Sidman *v.* The Richmond and Danville Railroad Company.

427. The respondent issued commutation tickets for a stated number of trips within a specified time, subject to several conditions, one of which was that the purchaser should have no claim for rebate on account of nonuse of the ticket from any cause; another, that it be presented to the conductor for cancellation of each trip when taken. A commuter had to pay the conductor full fare if he did not have his ticket, but in such cases the respondent had fallen into the habit of refunding the same on presentation of the ticket for cancellation of the trip at the proper office of the company. About three weeks prior to the complainant's purchase of his ticket, the respondent had discontinued this habit and had given notice to that effect in a new tariff sheet filed with the Interstate Commerce Commission and posted in the stations of the railroad as required by law on a change of tariff rates. *Held*, That it was not an unlawful discrimination to refuse to refund to the complainant who held such ticket, but had forgotten to take it on a certain trip and had paid his fare, notwithstanding he supposed the former custom was in vogue when he purchased his ticket.

428. It was a regulation of the respondent company, published on its public tariff schedules filed and posted as required by the act to regulate commerce, that the conductor should collect fare on trains from passengers without tickets by adding 25 cents to single-trip rates. *Held*, That it was not unjust discrimination against the complainant to exact this addition from him.

429. The complainant purchased what the respondent termed a quarterly commutation ticket on the 13th day of June, specifying the number of trips that might be taken thereon as 180, but it provided that the term should expire on the 31st day of the following August, and this was known to the complainant when he made the purchase. It was similarly stated on each one of such quarterly tickets when it was to expire, viz, at the end of the third calendar month after it was issued. *Held*, That the complainant was not entitled to recover any portion of the purchase price for the thirteen days less than a full quarter.

D. S. Alford *v.* The Chicago, Rock Island and Pacific Railway Company.

430. In the absence of statutory provision the rights of a railroad company under a lawful agreement for a specified use of the tracks of another railroad company are measured in respect to the track use by the terms of the contract, and the provisions of the act to regulate commerce apply to the situation created by the contract and add no authority for a different use of the tracks.

431. The duty of a railroad company operating its own road or a road that it controls to serve the local stations on its line does not apply to a company that has only a running privilege for through trains to reach points on its own line over a part of the road of another company which it does not control. In such a case the company is not required to disregard the conditions of its agreement, and does not violate the provisions of the act to regulate commerce by not receiving and discharging traffic on the tracks of the proprietary company, the sufficiency of the local service rendered by the latter not being questioned.

432. The Union Pacific Railway Company entered into a contract with the Rock Island Railway Company by which, for a valuable consideration, the latter company acquired the right to run its through trains from and to points on its own road over the road of the Union Pacific Company between Kansas City and Topeka upon the condition that no intermediate business should be done by the Rock Island Company on any part of the line used under the agreement, the Union Pacific Company retaining control of the road and of its operation, and supplying transportation accommodations for the intermediate points between Kansas City and Topeka. Upon complaint made against the Rock Island Company by a resident of Lawrence, one of the intermediate towns, for refusing to perform the ordinary duties of a common carrier in receiving and discharging traffic at his town, *held*, that the duties of the Rock Island Company were limited by its rights and powers under its contract and that it was not bound to do the local business prohibited by the agreement on the line used by its through trains.

The New Orleans Cotton Exchange *v.* The Illinois Central Railroad Company, The Michigan Central Railroad Company, The New York Central and Hudson River Railroad Company, The Boston and Albany Railroad Company, The Terre Haute and Indianapolis Railroad Company, The Pennsylvania Company, The Pennsylvania Railroad Company, The Indianapolis and St. Louis Railway Company, The Lake Shore and Michigan Southern Railway Company, The Ohio, Indiana and Western Railway Company, The Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, The Chicago and Grand Trunk Railway Company, The Central Vermont Railroad Company, The Cheshire Railroad Company, The Chicago and Atlantic Railway Company, The New York, Pennsylvania and Ohio Railroad Company, and The New York, Lake Erie and Western Railroad Company.

The New Orleans Cotton Excange *v.* The Cincinnati, New Orleans and Texas Pacific Railway Company, The Alabama Great Southern Railway Company, The New Orleans and Northeastern Railroad Company, The Vicksburg and Meridian Railroad Company, The Vicksburg, Shreveport and Pacific Railroad Company, The Cincinnati, Hamilton and Dayton Railroad Company, The Cincinnati, Washington and Baltimore Railroad Company, The Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, and the Pittsburgh, Cincinnati and St. Louis Railway Company.

433. When questions involve the reasonableness of rates upon the transportation of cotton from the Southern States by all-rail lines to northern and eastern mills and Atlantic ports upon through rates and a long haul, on the one hand, and, on the other, the local rates of rail carriers to a near port upon a short haul at which their service terminates, they having no associated line of steamships for a continuous carriage to ultimate destination, but the cotton so carried by them to such near port being chiefly for export, and all such rail lines penetrating the same territory and competing for the same business, running north, south, and east in opposite directions, such questions can only be disposed of on broad lines and not from narrow considerations.

434. In considering such questions thus presented, the circumstances and conditions surrounding the traffic in the respective services performed in its carriage by the rail carriers may be, and in these proceedings are, found to be substantially dissimilar and wholly unlike.

435. The proportion of one carrier in a through rate upon a long haul often is, and frequently well may be, considerably less than its local rate for hauling the same freight over its own line, without there being any unjust discrimination, unlawful preference, or extortion involved in such a method.

436. The active competition of all these rail carriers for the transportation of such freight, thereby giving them the benefit of a participation in it and lowering the rates for the benefit of the producer and consumer, and furnishing many outlets to markets, is one of the results contemplated by the act to regulate commerce and which it was intended to promote.

437. In determining such questions, a comparison of rates based upon the doctrine that the rate per ton per mile for each of the different services so performed should be the same is not applicable, citing former decisions of the Commission upon this subject.

438. In solving questions of this character the Commission will look at and consider every fact, circumstance, and condition surrounding the traffic and of the service performed in its transportation, and if the competition of water carriers at any point is such as to be large, active, and of controlling force, the all-rail lines competing for the traffic at the same point may make rates that are reasonable and just in view of such competition, and which will enable them to participate in the carriage of the traffic, and are not obliged to go out of the business and leave it as a monopoly to water carriers.

439. The method of compressing cotton for shipment from the Southern States is one that is found to be absolutely necessary in the case of long through hauls by rail, or where the cotton is carried by coastwise steamers or by ocean vessels for export, and the difference in the rate of transportation of compressed and uncompressed cotton by rail carriers should be the actual and necessary cost of compressing.

440. Upon the facts found in these cases, the Commission will not order the rail carriers to transport cotton on flat cars instead of in box cars to New Orleans, the rate being the same on each, no injury being shown to have resulted to petitioners or to that city, or to any shipper or producer from the carriage in box cars.

441. The Commission, by adjustment, corrects the rates at Meridian and Jackson, Miss., on compressed and uncompressed cotton carried to New Orleans, respectively, over the lines of the Cincinnati, New Orleans and Texas Pacific Railway, and the Illinois Central Railroad; and holds that the complaint as to the relative reasonableness of rates at other stations on the Illinois Central Railroad in Mississippi and Tennessee to New Orleans is not sustained.

The Worcester Excursion Car Company *v.* The Pennsylvania Railroad Company.

442. Where a railroad company has by an arrangement with one car company procured a sufficient supply of sleeping and excursion cars for all the business of its lines, and refuses to haul excursion cars of other private car companies over its track for this reason, it can not be forced to do so against its objection.

443. Unless the contrary is imposed as conditions in the grant of its charter, the right to construct and operate a railroad is a franchise in its nature exclusive, not held in common with the public, though the grant of the franchise is for the public use; and the tracks of a railroad are not a common highway upon which anyone can enter and use his own cars for transportation purposes against the objection of the company owning the tracks.

444. The extraordinary liability imposed by law upon a railroad company as a common carrier for the sufficiency and safety of its passenger cars and the competency of its employés in operating such cars is a highly important protection to the public, but such company might very reasonably claim that it was not responsible for a passenger car of a private car company, or the consequences of that passenger car being transported as part of its train in causing a wreck, collision, or delay, when it had no volition in accepting or rejecting such car, but was forced to transport it by order of a civil tribunal.

445. A railroad company may acquire cars by construction, by purchase, or by contract for their use, and no one has the power to compel a railroad company to select among these several modes or to contract with all comers.

446. The interest of the public in a matter of this kind is vitally important and lies in the direction of holding every common carrier by rail to the strictest responsibility in furnishing safe, suitable, and sufficient car equipment for the transportation of persons over its line; and the lawmaking power in enacting the act to regulate commerce has not undertaken to divide this responsibility with the carrier in the selection of its cars.

447. It would be directly at war with the rights and safety of the traveling public as well as of the railroad company, if the line of the carrier should become an arena over which it should be compelled to make a contract of some sort with every car company or inventor of cars, and transport the public in trains of which such cars were part.

Isaac D. Mattingly v. The Pennsylvania Company.

448. The provisions of the act to regulate commerce, construed in the light of the principles that apply to interstate commerce as enunciated by the courts of the United States, must be understood as intended to regulate all the commerce subject to the exclusive jurisdiction of Congress, including the agents and instrumentalities employed and the commodities carried, with only the limitations found in the act itself.

449. The proviso in the first section that the provisions of the act shall not apply to the transportation of passengers or property, as to the receiving, delivery, storage, or handling of property, wholly within one State, and not shipped to or from a foreign country from or to any State or Territory as aforesaid, that is, by continuous carriage or shipment, only excludes from regulation the purely internal commerce of a State, that which is confined within its limits, which originates and ends in the same State.

450. When a State carrier engages in interstate commerce it becomes a national instrumentality for the purposes of such commerce and is subject to regulations prescribed by the national authority. It can not limit its obligations in that business, but must serve the business offered impartially and without preference or discrimination.

451. The national regulations prescribed are not in all respects coextensive with the power of Congress, and do not provide for ordering through routes and through rates. While it is the duty of a State carrier which engages in interstate commerce to forward traffic offered from a connecting line, there is no authority under the present act to compel the carrier to forward the traffic over a route not operated or selected by itself.

Mary O. Stone and Thomas Carten v. The Detroit, Grand Haven and Milwaukee Railway Company.

452. Where a common carrier subject to the act to regulate commerce has established and published its schedule of rates and charges for a station on its line, free cartage furnished by the carrier for the collection and delivery of freight carried on its road to or from such station operates as a reduction or rebate from the schedule charge and is unlawful. If free cartage at a station has the effect to reduce a rate below the charge at another station nearer the point of shipment it is unlawful as a less charge for a longer distance over the same line and in the same direction, the less being included within the greater.

453. It is not material to the question of the lawfulness of free cartage furnished at one town and not at another that the business was done in that way for many years before the act to regulate commerce was enacted. If what was done and is now done works unjust discrimination or is in any particular obnoxious to the law it is an abuse, and one that it must be assumed was intended to be corrected by the act.

454. The respondent company had a tariff schedule in effect grouping the rates from eastern points at Ionia and Grand Rapids, in Michigan, Ionia being the shorter distance, and furnished free cartage at Grand Rapids and not at Ionia.

455. Upon complaint by a firm of dealers at Ionia, *held*, that the free cartage at Grand Rapids was in effect a rebate and unlawful.

In the matter of the application of F. W. Clark, general freight and passenger agent of the Seaboard Air Line.

456. Through rates in interstate traffic are the subject of agreement among carriers who transport the freight, and for their existence are dependent upon such agreement; and one of the features of such rates usually is that each carrier receiving the freight pays the charges upon it of the carrier delivering it.

457. Where a line of steamships, for example, plying between New York and Wilmington, N. C., make a through rate from New York via Wilmington and the Carolina Central Railroad to interior points, by adding the steamer rate to the local tariff rate of the railroad to the interior points, there being no agreed through rates for such freight between the steamship and rail lines, the rail carrier, when the freight is tendered to it at Wilmington, is under no obligation to pay the rates earned by the steamer in transporting the freight from New York to Wilmington, but may decline to do so, leaving the steamship and the shipper to settle the matter of the steamship's charges before the carrier takes the freight and transports it to the interior point.

Charles Elvey, claimant, v. The Illinois Central Railroad Company, defendant.

458. Where a carrier by its published *general* tariffs charges the general public *from and to all points upon a large portion of* its lines certain rates upon a

class of freight, and at the same time publishes and puts into force a speci tariff by which it charges a class of persons named, from and to the sa points on its lines less than one-half in amount of the rates on the sa class of freight that it charges the general public in its general tariffs, su a discrimination is unjust and is violative of the act to regulate commer

459. Such a discrimination can not be sustained upon the ground that the speci tariff is made to aid "emigrants" in moving from one State to anoth where land is cheap, and to develop a sparsely settled country, and to buil up business along the carrier's lines, and upon the supposition that th constitutes substantially dissimilar circumstances and conditions to wh exists when similar services are rendered by the carrier for the gener public.

460. A shipper to whom, as an emigrant, is accorded the rate provided by th special tariff, for example, $60 on a car load of freight weighing 20,0 pounds, from Chicago, Ill., to Hammond, La., a distance of 863 miles, i December, 1888, and in May, 1889, makes return shipment of same freigh from Hammond, La., to Chicago, Ill., under the general tariffs of the car rier, there being no other tariffs on northbound freight between thes points, and is charged therefor $122 per car, complains of an unjust charge, *held*, that as the carrier in each instance charged only its open published rates and no evidence is offered to show that the rates in either instance are unjus and unreasonable, and as the general tariffs of the company have long bee in use and published and open to the public, and the special tariff has been but recently issued and is open to a certain special class only and is unlawful, that the general tariffs afford a better standard of what are reasonable and just rates than the special tariff, and that the shipper in such case has not been injured in paying less than one-half the amount charged the general public on the first haul and only what was charged the general public on the second haul.

461. The carrier is ordered and notified to cease and desist from further operating the special freight tariff.

J. B. Pankey *v.* the Richmond and Danville Railroad Company and others.

462. When a shipper of freight gives directions to the freight agent of the initial carrier at the point of shipment the particular route by which the freight shall be shipped to destination, it is the duty of the freight agent to make such notations on the waybill as will reasonably and properly carry the freight by such particular route to destination.

463. A shipper at Troupe, Tex., directs the freight agent of a carrier to bill his freight from that point to Fort Lawn, S. C., via Vicksburg, Jackson, Meridian, Birmingham, Atlanta, Augusta, and Columbia. The freight agent simply inserts in the waybill that the destination of the freight is Fort Lawn, S. C., "via Vicksburg," in consequence of which the freight at Vicksburg is billed to Atlanta and consigned to the Richmond and Danville Railroad Company, by which it is carried to Fort Lawn without being carried by way of Augusta and Columbia, and as a result of this the shipper is compelled to pay 86 cents more for the carriage than if it had been billed via Augusta as directed by the shipper, the rates by all rail lines from Vicksburg to Augusta being the same, and not the same from Vicksburg to Fort Lawn via Atlanta. *Held*, That in this the freight agent failed to do his duty; he should have made a notation on the waybill via Vicksburg and Augusta; and, upon request, the initial carrier should refund to the shipper the amount of this overcharge occasioned by the oversight of its freight agent.

464. If, on the other hand, the shipper at Troupe, Tex., had given the freight agent no directions whatever as to the particular route by which the freight was to be sent forward to its destination at Fort Lawn, S. C., but had simply left it to the freight agent to select the route for him, as is frequently done by shippers in such cases, then, in that event, in selecting such route for the shipper, it would have been the duty of the freight agent to have forwarded the freight by the best and cheapest route for the shipper, so far as the freight agent knew or was informed, and to have made such notations on the waybill as would reasonably have carried it by that route, for in doing that service he would have been acting as the agent of the shipper as well as of the company.

Hulbert H. Warner *v.* The New York Central and Hudson River Railroad Company, The West Shore Railroad Company, The New York, Lake Erie and Western Railroad Company, The Delaware, Lackawanna and Western Railroad Company, The New York, Ontario and Western Railway Company, The Pennsylvania Railroad Company, The Baltimore and Ohio Railroad Company, The Philadelphia and

Reading Railroad Company, The Lehigh Valley Railroad Company, and The Grand Trunk Railway Company of Canada, as members of the "Trunk Line Association."

465. In arranging the classification of articles of commerce, their market value and the shippers' representations to the public as to their character may properly be taken into account in ascertaining the analogy they bear to other articles, and determining the class to which they justly belong. This is especially applicable to articles in which there is no free competition among producers and shippers. And carriers are not required to estimate the intrinsic value of freight as distinguished from its commercial value, for purposes of classification and rates.

466. The volume of traffic supplied by an article for transportation is also an element that may be considered in its classification, as a basis for rates that are reasonable both for carriers and shippers.

467. Patent medicines manufactured and shipped by the complainant are rated in the official classification as first-class for less than car loads and third class for car loads. Ale, beer, and mineral water are rated as third class in less than car loads, and fifth class in car loads. The market value of the medicines is three times or more higher than that of the other articles named, and the quantity transported much less. Upon complaint made that the patent medicines should be classified the same as ale, beer, and mineral water, *held*, that in view of the much higher market value of the medicines and the smaller volume of traffic they supply, a higher classification than for the other articles named, in which there is much greater competition among shippers, is not unreasonable, and the classification at present in force is not shown to be unjust.

Lehmann, Higginson & Co. *v.* The Southern Pacific Company, The Texas and Pacific Railway Company, The Missouri, Kansas and Texas Railway Company, and H. C. Cross and George A. Eddy, receivers of said company.

Lehmann, Higginson & Co. *v.* The Southern Pacific Company, The Atlantic and Pacific Railroad Company, and The Atchison, Topeka and Santa Fé Railroad Company.

Lehmann, Higginson & Co. *v.* The Central Pacific Railroad Company, The Southern Pacific Company, lessee of The Central Pacific Railroad, The Union Pacific Railway Company, The Missouri, Kansas and Texas Railway Company, and H. C. Cross and George A. Eddy, receivers of said company.

468. A lower charge for a longer distance for transportation of like traffic may be justified by actual water competition of controlling force, relating to traffic important in amount; and among the circumstances and conditions that may be considered in estimating the dissimilarity created by water competition, are the character of the roads, the character of the traffic, the preponderance of empty cars moving in a direction in which the traffic must be taken, and the legitimacy of the competition by the rail carrier.

469. The transportation of traffic under circumstances and conditions that force a low rate for its carriage or an abandonment of the business, but which affords some revenue above the cost of its movement, and works no material injustice to other patrons of a carrier, is to be deemed legitimate competition. When, however, its carriage is at a loss, and imposes a burden on like traffic at other points, and on other traffic, it is to be deemed destructive and illegitimate competition.

470. Rates can not be arbitrarily charged in the mere discretion of a carrier. They are to be equitably adjusted with regard to the public interests as well as the carriers. Reduced rates at points where competitive influences are controlling must not fall below some revenue from the traffic in excess of cost, and higher rates at other points, required for the necessary revenue of a carrier, must be reasonable in themselves, and also relatively reasonable in comparison with the competitive rate.

471. The general rule contemplated by the statute, of equitably graduated charges on like traffic with reasonable reference to the amount of the service, is just in itself, and commonly most beneficial both to the carriers and to the public; and is only to be departed from when justified by exceptional conditions, and in such instances no longer than the conditions require.

472. Where a reduced rate is made at the terminus of a through route, under the compulsion of competition, a town not located on the line of the through route, but reached over a lateral connecting road, has a disadvantage of situation entailing some additional expense, and a reasonably higher rate to such town than the forced competitive rate to the more distant terminus of the through route, is not unjust discrimination.

473. Upon complaint by dealers at Humboldt, Kans., against the respondent lines for unjust discrimination in charging a rate of 65 cents per 100 pounds on sugar transported from San Francisco to Kansas City, and 85 cents per 100 pounds upon the same commodity from San Francisco to Humboldt, more than 100 miles shorter distance, but not on the through line. *Held*, That the reduced rate to Kansas City being forced upon the carriers by competitive conditions beyond their control, and the rate to Humboldt not being unreasonable in itself, but lower than it would be except for the influence of the competitive conditions at Kansas City, and it not appearing that substantial injustice results from the higher rate at Humboldt, the lower rate to Kansas City and the higher rate to Humboldt are not deemed to be in contravention of the statute.

The Andrews Soap Company *v.* The Pittsburgh, Cincinnati and St. Louis Railway Company, The Cincinnati, Hamilton and Dayton Railroad Company, The Cleveland, Cincinnati, Chicago and St. Louis Railway Company, The Cincinnati, Washington and Baltimore Railroad Company, The Chesapeake and Ohio Railway Company, The Ohio and Mississippi Railway Company, and The New York, Pennsylvania and Ohio Railroad Company.

474. A manufacturer's description of an article to induce its purchase by the public also describes it for transportation, and carriers may accept his description for purposes of classification and rates. Carriers are not required to analyze freight to ascertain whether it is in fact inferior to the description or public representations under which it is sold, in order to give it a lower rate corresponding to its actual value.

475. Upon complaint by a manufacturer of soap, advertised and sold as toilet soap, charging unjust discrimination by classifying his product in the second class with other toilet soaps, and not in the fourth class with laundry soaps, as he claims it should be classed for the reason that his toilet soap is not substantially superior to soap put on the market by certain other manufacturers as laundry soap, which, under that description, is transported at a lower rate. *Held*, That the manufacturer's description of his product for commercial purposes as an article of superior grade and value warrants its classification accordingly, and carriers are not required to classify and transport it as laundry soap.

In the matter of Alleged Excessive Freight Rates and Charges on Food Products.

476. The rate of compensation which railroad companies may lawfully receive for transportation services can not be so limited that the shipper may in all cases realize actual cost of production.

477. Charges for transportation service should have reasonable relation to cost of production and to the value of the service to the producer and shipper, but should not be so low on any as to impose a burden on other traffic.

478. In the carriage of great staples, which supply an enormous business and which in market value and actual cost of transportation are among the cheapest articles of commerce, rates yielding only moderate profit to the carrier are both necessary and justifiable, and where the carriers frequently put in force and continue for considerable periods of time tariffs of rates and charges, it is a fair inference that such rates and charges are profitable.

479. Transportation charges now made on corn and oats between the Mississippi River and Eastern cities, based on 20 cents per 100 pounds from Chicago, and 23 cents from East St. Louis to New York City, are less than 4.4 mills per ton per mile, and are not excessive.

480. The charge of 20 cents on the 100 pounds of corn and oats from the Missouri River to Chicago, and 5 cents less to the Mississippi River, is excessive, and to be reasonable should not exceed 17 cents to Chicago, and 12 to the Mississippi River, east side.

481. The rates on corn and oats in force from stations in Kansas and Nebraska to the Mississippi River, east side, and to Chicago, are 2 cents in excess of reasonable rates.

482. Any transportation charges between the Mississippi River and New York City on wheat and flour based on a higher rate than 23 cents per 100 pounds from Chicago to New York City are unreasonable, and any rate on wheat and flour carried from any one place to another which is more than 15 per cent above the rate on corn and oats between the same places is unreasonable.

483. The rates of 46 cents per 100 pounds on grain and 51 cents on flour and meal between the grain region in Kansas and a large district in Texas are the same for distances shorter than 250 and longer than 800 miles, and are unreasonably high for the longer and grossly excessive and extortionate for the shorter distances.

84. *In fixing* reasonable rates, the requirements of operating expenses, bonded debt, fixed charges, and dividend on capital stock from the total traffic are all to be considered, but the claim that any particular rate is to be measured by these as a fixed standard, below which the rate may not lawfully be reduced, is one rightly subject to some qualifications, one of which is the obligations must be actual and in good faith.

In the matter of Alleged Excessive Freight Rates and Charges on Food Products. (*Opinion on protest and motions to dismiss.*)

85. The act to regulate commerce makes it the duty of the Interstate Commerce Commission to execute and enforce the provisions of the act which require rates and charges to be reasonable. In the performance of this duty the Commission has authority to inquire into the management of the business of common carriers and to require the attendance and testimony of witnesses, the production of books and papers, tariffs and contracts relating to any matter under investigation. To enforce its authority in this respect the Commission must invoke the aid of a court of the United States.

86. When applied to by petition the Commission must investigate matters complained of, and must, to enforce the act, make investigations and prosecute inquiries instituted on its own motion. On making any investigation, the Commission is required to make a report in writing of its recommendations, conclusions, and the finding of fact on which its conclusions are based, which recommendations and conclusions, if not complied with, can only be enforced through the courts, after trial, in accordance with established procedure. In such trial the facts found by the Commission, in conformity with the statute, have legal effect and are *prima facie* evidence; but the recommendations, conclusions, and orders of the Commission are of no binding force in the courts.

7. The Commission having entered upon inquiry and investigation as to the reasonableness of transportation rates on food products, and given notice of the time and place of taking testimony, and afforded opportunity for calling and cross-examination of witnesses. *Held*, That such proceeding was a substantial compliance with the statute.

Manufacturers' and Jobbers' Union of Mankato, Minn., *v.* The Minneapolis St. Louis Railway Company, The Chicago, Rock Island and Pacific Railway npany, The Kankakee and Seneca Railroad Company, and the Burlington, ar Rapids and Northern Railway Company.

Transportation charges are required to be relatively reasonable as well as reasonable in themselves, to prevent unjust discrimination between localities. A locality not widely dissimilar in situation and in respect of the transportation service of the same carrier to other localities where lower rates are given, is entitled to rates that bear a just relation to the lower charges made.

Equality in charges is required under circumstances and conditions substantially similar, and relative equality is necessary in the degree of similarity.

When a carrier engages in transportation for which, by reason of competitive conditions or for purposes of its own, it receives low rates from some patrons and at some localities, it accepts the legal obligation to give impartial service to other patrons and at other localities that sustain similar relations to the traffic.

The generally recognized principle that cost of carriage is in inverse ratio to distance, and that therefore the charge per ton per mile should diminish with distance, is not a rule required by the statute, and is subject to qualifications and exceptions.

Upon complaint by dealers at Mankato, Minn., that rates from Chicago to Mankato should be no higher than to Waterville, Minneapolis, and points allowed like rates, *held*, that in view of the circumstances and conditions existing, a somewhat higher charge to Mankato is not unlawful, but that a difference of 20 per cent. or more on the respective classes, charged when the complaint was filed, is excessive, and that a difference of 10 per cent. on the several classes is reasonable and should not be exceeded.

or & Gamble *v.* The Cincinnati, Hamilton and Dayton Railroad Comy, The Pittsburg, Cincinnati and St. Louis Railway Company, and The Pennania Railroad Company. Proctor & Gamble *v.* The Cleveland, Cincinnati, cago and St. Louis Railway Company, The Lake Shore and Michigan South- Railway Company, and The New York Central and Hudson River Railroad npany. Proctor & Gamble *v. Orland Smith and H. C. Yergason, receivers of*

the Cincinnati, Washington and Baltimore Railroad Company, and The Ba... timore and Ohio Railroad Company.

493. The complainants are large manufacturers of common soap at Cincinn... Ohio. In the official classification common soap stands in the fifth cl... in car-load lots. The defendant railroad companies have always give... the rate of fifth-class articles, but for many years prior to May, 1889, th... charged the complainants for only net weight, the gross weight be... one-sixth more than net weight, but since said date they have char... for gross weight without diminishing the rate per 100 pounds. The ef... of this was to charge one-sixth more for the same service than had bef... been charged. The charge for transportation under the net-weight pr... tice was reasonable and just, and without complaint on the part of sh... pers or carriers. *Held*, That the increased charge by the device of cha... ing for the gross weight, being one-sixth advance for the same servi... was unwarranted, as it operated to make the rate unreasonable.

The San Bernardino Board of Trade *v.* The Atchison, Topeka and Santa Fé Ra... road Company, The Atlantic and Pacific Railroad Company, The Burlingt... and Missouri River Railroad Company, The California Central Railway Co... pany, The California Southern Railroad Company, The Chicago, Kansas a... Nebraska Railway Company, The Missouri Pacific Railway Company, and Th... St. Louis and San Francisco Railway Company.

494. Where complaint alleges that a greater charge, in the aggregate, for th... transportation of a like kind of property, is made for a shorter tha... for a longer distance, over the same line in the same direction, the shorte... being included in the longer, and that an unlawful preference is thereb... given one locality over another. *Held*, Complaint is sufficient to put th... carriers on proof that the services were rendered under such dissimilar... circumstances as to justify the greater charge.

495. The water competition which will justify a greater charge for a shorter... distance by railroads must be actual. Possible competition will not... justify such greater charge under the provisions of the fourth section of... the act to regulate commerce.

496. The filing of schedules of rates with the Commission as required by statute... raises no presumption as to the legality of such rates, and no omission... or failure to challenge or disapprove the schedules of rates so filed can... have the effect of making rates lawful which are unreasonable.

Rice, Robinson & Witherop *v.* The Western New York and Pennsylvania Rail... road Company.

497. The acquisition and consolidation by a rail carrier under one system of... management of different competing lines of road serving the same terri... tory in the carriage of competitive traffic to the same markets can not... create a right on the part of the carrier to take advantage of the consoli... dation of interests to deprive the public of the benefits of fair competition... nor afford warrant for oppressive discrimination with a view to its own... interests, such as equalizing profits from its several divisions, by making... rates and charges for one division that give profitable markets to a por... tion of its patrons, and higher rates and charges for another division that... are destructive to the pursuits of other patrons who are competitors in the... same business; but its duty to the public requires that its service must... be alike to all who are situated alike.

498. A carrier that employs different methods for the transportation of petroleum... oil and its products, in car loads—for example, tank cars, in which the oil... is carried in bulk, and box cars, in which the oil is carried in barrels—is... not relieved from its duty in respect to quality of rates by the difference... it makes between its patrons in the mode of carriage, but its charges for... like quantities carried between like points of shipment and destination... must be equal upon the commodity itself, irrespective of the mode of car... riage or the tank or barrel package in which it is contained. Differences... in circumstances and conditions of transportion that are of a carrier's... own creation or connivance, or that by reasonable effort on the part of a... carrier might be avoided, can not justify exceptional rates.

499. A tank used in carrying oil is deemed by carriers part of the car and the rate... is charged only upon the contents, while for carriage in box cars the bar... rels containing the oil are treated as freight and the rate is charged both... for the weight of the barrel and its contents. The prevention of this... prejudice to shippers in barrels requires that for purposes of rates, when

a carrier uses both tank and box cars for carrying oil in car loads, the barrels shall be deemed part of the box car; and that, as in the case of transportation in tanks, the rate shall be charged only for the weight or quantity of oil carried, exclusive of the weight of the barrels, and be the same for like weight or quantity carried in tanks.

500. When a carrier engages in transporting oil in tanks and also in barrels conveyed in box cars, in car loads, and charges for the weight of the barrel as well as the oil carried by the box-car mode of transportation, but for the weight of the oil only when carried in tanks, it unjustly discriminates between shippers, and subjects the traffic to undue prejudice and disadvantage.

501. The fact that a carrier does not own tank cars, but accepts and uses such cars supplied by some of its patrons for their own traffic, is unimportant so far as rates are concerned. It is a carrier's duty to equip its road with instrumentalities of carriage suitable for the traffic it undertakes to carry, and to furnish them alike to all who have occasion for their use, and its duty to furnish equipment can not be transferred to nor required of shippers. When a carrier accepts and uses cars for transportation owned by shippers or others, in legal contemplation it adopts them as its own for purposes of rates and carriage, and neither the manner of acquiring cars, nor inability to furnish its general patrons the use of cars similar to those furnished by some shippers for their own traffic, can excuse or justify a carrier for discrimination in rates that may give one shipper advantages over another; nor can any device, such as payment of unreasonable rent for use of cars furnished by shippers, be practiced to evade the duty of equal charges for equal service.

502. The allowance by a carrier to a shipper of oil in tanks, of 42 gallons, or any number of gallons, from the actual quantity put in a tank, for alleged leakage or waste in transportation, is, in the absence of a corresponding allowance to shippers in barrels, unjust discrimination and unlawful.

503. The classification of petroleum oil and its products in car loads adopted and generally applied by carriers is the same, and the rates upon oil and its products should correspond with their classification and be alike.

The Board of Trade of the City of Chicago, complainant, *v.* The Chicago and Alton Railroad Company, The Chicago, Burlington and Quincy Railroad Company, The Chicago, Milwaukee and St. Paul Railway Company, The Chicago, Rock Island and Pacific Railway Company, The Chicago, Santa Fé and California Railway Company, The Illinois Central Railroad Company, John McNulta, receiver of the Wabash Railway Company, and the Chicago and Northwestern Railway Company, defendants; and, as intervenors, The Armour Packing Company, George Fowler & Sons, Kingan & Co. (limited), Jacob Dold Packing Company, Morrison Packing Company, Allcut Packing Company, Kansas City Packing Company, Des Moines Packing Company, William Ellsworth, Haakinson & Co., James E. Booge & Sons, Silberhorn & Co., McKeown & Sons, L. B. Doud & Co., Brittain & Co., John Morrell & Co. (limited), T. M. Sinclair & Co., William Ryan & Sons, Coey & Co., and the honorable Board of Railroad Commissioners of the State of Iowa.

504. Certain propositions of fact established by the evidence in this proceeding may be briefly stated as showing the character of the case and also on account of the light they throw upon the conclusions reached by the Commission.

The city of Chicago is the largest pork-packing center in the country, and is also the most extensive market for live hogs and all other live stock.

Kansas City, Leavenworth, St. Joseph, Atchison, Omaha, Council Bluffs, Sioux City, Sioux Falls, Des Moines, Dubuque, Burlington, Cedar Rapids, Marshalltown, Fort Dodge, Keokuk, Grinnell, Ottumwa, and many other points that might be named in the interior of Iowa, are extensive pork-packing centers, and the hog products packed at these cities are brought into direct competition with the hog products packed at Chicago, not only in the markets of the United States, but also in all other markets of the world where hog products are consumed.

As articles of commerce the live hog and its product are in direct competition with each other at the points named and in the chief markets of this country.

From Sioux City to Mississippi River points, and from Sioux City to Eastern markets and seaboard cities via Mississippi River points, the rates are made considerably higher by the carriers on live hogs than on packing-house product. With, however, the single exception of Sioux City, rates are made

the same by rail carriers on live hogs and packing-house product carried from Missouri River points to Mississippi River points, or from Missouri River points to Eastern markets and seaboard cities via Mississippi River points, or from intermediate points in the States of Iowa and Missouri to Mississippi River points, or from intermediate points in Iowa and Missouri to Eastern markets and seaboard cities via Mississippi River points, or from Chicago to Eastern markets and seaboard cities and intermediate points. But upon all shipments of live hogs and packing-house product from Missouri River points to the city of Chicago, or from intermediate points in the States of Iowa and Missouri to Chicago, the rate charged is much higher on live hogs than on packing-house products.

505. The foregoing propositions of fact being true, the defendants and intervenors undertook to justify the discrimination made against Chicago upon various grounds, which, with the view of the Commission upon each, may be briefly stated.

They claim that trains carrying live hogs had the right of way over other freight trains and were run at a higher rate of speed on account of reaching the market at Chicago. But the evidence adduced did not show that this was of a nature and character that warranted the discrimination made in rates against Chicago. They also claim that there was much greater risk to the carrier in hauling live hogs than in transporting packing-house product, but the evidence showed that there was no appreciable difference in the risk of carrying the one as compared with the other.

They further claim that it is more expensive to the carrier to haul live hogs than packing-house products to Chicago. But the evidence did not sustain this ground of defense.

They claim, and the evidence showed it to be true, that the lines of railway east of the Mississippi River and east of Chicago used double-deck cars for transporting live hogs, while the railway lines west of Chicago, and between Missouri River points and Mississippi River points and Chicago, with the exception of the Chicago, Milwaukee and St. Paul Railway Company and the Atchison, Topeka and Santa Fe Railway Company, used single-deck cars, and that the two exceptional roads last named had but few double-deck cars. But this was found to constitute no justification for this discrimination in rates against Chicago.

They claim that, counting coal, cooperage, salt, and ice used in packing-house work, live hogs brought in and packing-house product carried out, the slaughtering of hogs at the packing houses at Missouri River points and in the interior of Iowa and Missouri furnished the rail carriers more tonnage than if the live hogs were transported to Chicago and converted into packing-house product there. But this was not found to warrant the discrimination in rates made against Chicago.

By some it was insisted that as the rate on the live hogs from Missouri River points and from points in the interior of the State of Iowa, for example, to the packing house at Sioux City, added to the rate on packing-house product from the packing house at Sioux City to Chicago, is but a trifle more than the rate on the live hogs from the first point of shipment above named to Chicago, that this equalized the rates relatively on live hogs and hog product. But the Commission finds that there is no element of justice or fairness in making or computing rates upon any such basis as this, and that it constitutes no ground whatever for these discriminating rates against Chicago.

The intervenors insist that there is a considerable shrinkage of the live hogs in being transported in cars long distances, and further claim that the meat is in better condition when converted into product near where the hogs are reared and fresh than if this is done after the hogs are transported a long distance, and that therefore public considerations demand that the live hogs should be converted into product near where they are grown. But the Commission finds that while there is a temporary shrinkage of from 3 to 5 per cent in the weight of a hog from Missouri River points and interior points in the States of Iowa and Missouri in a haul to Chicago, yet that the transportation business of the country has demonstrated that live hogs may, as articles of commerce, be transported great distances without any material injury or loss in value, and that neither these considerations separately nor both combined upon the evidence adduced furnish any ground for these discriminating rates against Chicago.

The intervenors also defend these discriminating rates against Chicago on the ground of immense investments of capital that have been made in the

establishment of packing houses at Missouri River points and in the interior of Iowa and Missouri on the faith of these rates, which give employment to a large number of persons; that the business in these States has adjusted itself to this condition of affairs, and that now to make the changes in these rates claimed by petitioner would break up and ruin these packing houses. But upon the evidence the Commission is unable to find that the preferential rates given to these large establishments in Iowa and Missouri and at Missouri River points as well as in other portions of the country are reasonable and just when compared with the heavy discriminations laid upon the packers and buyers of Chicago.

506. A business like that involving the preparation for consumption of such a large and leading staple and necessary of life as meat, with all the competition that exists for it in different and competing localities, brought near to each other by the fast rail lines of the country, is too large to be done in a corner, and is a conspicuous instance of a commodity that requires at the hands of carriers rates that are not only reasonable and just in themselves, but relatively reasonable and just in their bearing upon these different localities.

The Poughkeepsie Iron Company, complainant, *v.* The New York Central and Hudson River Railroad Company, The Boston and Albany Railroad Company, and The Connecticut River Railroad Company, defendants.

507. Pig iron is one of the lowest classes of freight, and the rates on that article complained of in this proceeding are not found to be unjust and unreasonable, either in themselves or relatively as charged petitioner compared with rates from Youngstown and Cleveland, Ohio.

508. Rates charged petitioner by the defendants on pig iron are in themselves, as well as relatively, the same in substance as rates charged other manufacturers of pig iron at the producing furnaces in the State of New York.

509. Through rates on long hauls more usually than local rates on short hauls encounter water competition and are made lower in proportion to distance by this cause as well as other causes which have been repeatedly discussed and considered by the Commission; and the doctrine contended for by petitioner in this proceeding, that an estimated proportion of the through rate must not be less according to distance than the local rate from an intermediate point to another point named in the line covered by the through rate, has often been held by the Commission to be untenable. (See Detroit Board of Trade *et al. v.* The Grand Trunk Railway Company and others, 2 Inters. Com. Rep., 202; 2 I. C. C. Rep., 320. New Orleans Cotton Exchange *v.* The Illinois Central Company *et al.*, 2 Inters. Com. Rep., 777; 3 I. C. C. Rep., 534.)

510. The cost of the production of pig iron at a furnace situated like that of petitioner on the Hudson River in the State of New York is much greater than at Youngstown, Ohio, or Birmingham, Ala., or at other points in the West and South; and while the aggregate rate charged petitioner to New England mills is a great deal lower than the aggregate rate charged on these Western and Southern irons to the same mills, yet it is not sufficiently so to overcome the difference in the cost of production; and the consequence is that petitioner finds itself at a serious disadvantage in competing with these Western and Southern irons in the markets and mills of the New England States where there is a very great demand for this class of property.

511. The Commission has no power and authority in this proceeding to order other carriers not parties to this proceeding to raise their rates on pig iron transported from Youngstown and Cleveland, Ohio, to New England points in order to overcome the difference in the cost of production of pig iron now existing against petitioner; nor would the Commission enter upon the consideration of any such subject in a proceeding to which such carriers were not parties and in which such localities sought to be burdened with higher rates, for example, Youngstown and Cleveland, Ohio, had no opportunity to be heard; and the findings of fact in the present proceeding, which show that the rates already charged petitioner by the defendants are in themselves, as well as relatively, just and reasonable rates, demonstrate that the Commission could not order the defendants to lower these rates from Poughkeepsie to all points on the Boston and Albany road one-half, and to Holyoke nearly one-half, in order to overcome the difference in the cost of production of pig iron now existing against petitioner.

The Harvard Company, complainant, *v.* The Pennsylvania Company, The Pennsylvania Railroad Company, The Lake Shore and Michigan Southern Railroad Company, The New York Central and Hudson River Railroad Company, The Baltimore and Ohio Railroad Company, The Grand Trunk Railway Company, The Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company, The Valley Railway Company, The New York, Lake Erie and Western Railroad Company, The Boston and Albany Railroad Company, The New York and New England Railroad Company, and The New York, New Haven and Hartford Railroad Company, defendants.

512. Where questions of classification and rates are involved as to one particular article of freight it is often necessary to examine and consider the classification and rates upon other articles in which the same calculations in respect of value, bulk, and expense of handling and of carriage would to a considerable extent enter; and for the purposes of such comparison it is not indispensably necessary that the articles should be competitive with each other, though if they are competitive then this feature must more strongly bring to view the fact of discrimination in rates, if there be such.

513. The valuable service performed to the transportation interests of the country by rate and classification committees. Rules recognized by the Commission in making of classifications and rates.

514. The mere fact that one article is of more general use and therefore shipped in greater quantities than another, when each as a rule is shipped in less than car-load quantities, and of no considerable difference in bulk, weight, and value, and of no appreciable difference in expense of handling and of haul, constitutes in itself no reason why the first should receive a lower rate than the last. In such a case mere quantity, not measured by any recognized unit of quantity adapted to carriage, and lessening the expense of handling and carriage, can not be allowed to affect rates in the transportation of property.

515. Surgical chairs compared with other freight and reasons stated as to what the rates on them should be as articles of commerce in course of transportation.

George Rice, *v.* The Atchison, Topeka and Santa Fé Railroad Company, The Atlantic and Pacific Railroad Company, The Alabama Great Southern Railroad Company, The Alabama and Vicksburg Railway Company, The Central Pacific Railroad Company, The Cincinnati, New Orleans and Texas Pacific Railway Company, The Illinois Central Railroad Company, The International and Great Northern Railroad Company, The Louisville, New Orleans and Texas Railway Company, The Mobile and Ohio Railroad Company, The Newport News and Mississippi Valley Company, The New Orleans and Northeastern Railroad Company, The Southern Pacific Company, The St. Louis, Iron Mountain and Southern Railway Company, The Texas and Pacific Railway Company, and The Union Pacific Railway Company.

516. Competition as a factor in making rates: (*a*) The competition between all-water lines and the all-rail lines in the carriage of petroleum and its products from the port of New York to San Francisco, Oakland, Sacramento, Stockton, Marysville, San Jose, and San Diego, in the State of California, is actual and involves the transportation of traffic important in amount. (*b*) The competition between the part rail and part water lines, and the part pipe lines and the part water lines on the one side from the oil fields of Pennsylvania and Ohio via the port of New York to San Francisco, Oakland, Sacramento, Stockton, Marysville, San Jose, San Diego, and Los Angeles, in California, in the carriage of petroleum and its products, on the one hand, and the competition of the all-rail lines on the other, in the carriage of the same kinds of property from and to the same points named, is a competition that is actual and involves the transportation of traffic important in amount. *Held*, On these facts and upon the authority of numerous decisions cited in this opinion, a dissimilarity of circumstances and conditions is thus shown to exist at the California points named as compared to the circumstances and conditions which exist in the carriage of this traffic by the all-rail lines, at intermediate points along such all-rail lines, and that it is such a dissimilarity of circumstances and conditions as is recognized by the act to regulate commerce, and warrants the all-rail lines in making such just and reasonable rates as will enable them to meet the low rates and competition of the competing all-water lines and of the competing part water and part rail lines at said California points above named, and that in doing so the

said all-rail lines are not obliged to make their rates at intermediate points along their lines as low as the rates forced upon them by the competition at said California points above named, viz, San Francisco, Oakland, Sacramento, Stockton, Marysville, San Jose, Los Angeles, and San Diego.

517. The "blanket rate," as it is called, by which the same rate is charged by the all-rail lines from the city of New York, and from all points in the oil-producing regions in the States of Pennsylvania, Ohio, and West Virginia, and from all the territory in the United States east of the ninety-seventh meridian of longitude, in the carriage of petroleum and its products to San Francisco, Oakland, Sacramento, Stockton, Marysville, San Jose, Los Angeles, and San Diego, in the State of California, is a rate that has its origin in and is based upon actual competition for the carriage of this large traffic, on the one side, by the all-rail lines, and on the other side, by the lines part rail and part water, and also, in some instances, all-water lines, and also in other instances, part pipe lines and part water lines; and it is a rate of which petitioner has no right to complain as being a violation of the fourth section of the act to regulate commerce, because it does not appear from the evidence that it is a violation of that section.

518. The other issue upon which this case was tried, namely, that an unlawful preference was shown to the Standard Oil Trust and the companies, firms, and associations affiliated to the said Standard Oil Trust by the all-rail carriers in making low rates for them and for their benefit to certain California points where there were receiving tank stations erected by the said Standard Oil Trust and its affiliated companies, firms, and associations, and then by shipment afterwards from said receiving tank stations to adjacent localities on low rates made for short local hauls in California, whereby an unlawful preference was shown to said trust and its affiliated firms, companies, and associations, is not sustained by the evidence in this proceeding.

519. No question is presented in this case as to whether the rates charged by the all-rail carriers at intermediate points are just and reasonable or not, but, on the contrary, the case was so presented and tried as to distinctly indicate to the Commission that no decision was desired in regard to this matter, for no evidence was offered concerning it by either side; and the case being one that is *inter partes* commenced, prosecuted, and defended by able counsel for the respective parties, the Commission has heard, considered, and determined it as presented by the parties and their counsel.

520. It appears that the Southern Pacific Company and the Atchison, Topeka and Santa Fé Railroad Company each has several stations on their lines at which no publication is made in their tariffs of the rates at these stations; and this they admit; and the Commission finds that this conduct on their part has been owing to a misapprehension and misconstruction of the law, and in accordance with a usage and practice long existing among railroads; the Commission therefore orders them to make publication of the rates they charge at these stations in their tariffs; and in all other respects, as to these defendants and the Union Pacific Railway Company, the petition in this proceeding stands dismissed.

521. As to the other rail-carrier defendants in this proceeding, which are certain Southern and Southwestern railroads, it appears in a general way that there is water competition at Memphis, Vicksburg, New Orleans, Mobile, and Galveston, but upon this point the evidence is not sufficiently clear to enable the Commission to determine the extent to which this competition at each of these points is actual, and whether it involves traffic important in amount; and the Commission therefore retains the case as to these defendants, and will hereafter notify the parties as to the time when and the place where all such further evidence will be heard upon these points that the parties may desire to offer.

W. S. King & Co., complainants, *v.* The New York, New Haven and Hartford Railroad Company and the New York and New England Railroad Company, defendants.

522. A line of steamships plying between New York and Boston every other day makes the distance in twenty-four hours, does the largest part of the carrying trade of the grocers of Boston on shipments from New York, carries flour from New York to Boston for 8½ cents per 100 pounds; other lines, part water and part rail, known as the "Sound Lines," make daily trips between *New York and Boston, and* carry flour from New York to

Boston at 9 cents per 100 pounds; an all-rail line composed of the lines of the defendants upon through billing and through rates to Boston also on shipments from New York make daily runs between these points and carries flour from New York to Boston at 9 cents per 100 pounds; each and all of these carriers are in actual competition for this business, and it involves the carriage of traffic important in amount. *Held*, upon the facts, that this is a case in which the circumstances and conditions in the carriage of this commodity are substantially dissimilar at Boston to what they are at Readville, an interior town about 8 miles from Boston on the line of the all-rail carriers, where no competition exists between the all-rail carriers and the water lines, and justifies the all-rail carriers in meeting the rate by the water line at Boston by charging 9 cents per 100 pounds on flour, while the combined local rates of the two rail carriers are higher upon shipments of this kind of freight from New York to Readville than they are upon the joint through rate from New York to Boston.

523. The all-rail line is composed of two separate and distinct lines of railroad, owned by two separate and distinct corporations; but by an arrangement these two corporations make joint through rates on all business from and to New York and Boston passing over their lines, and for this business they furnish fast freight trains, which stop at no stations between New York and Boston, and have the right of way over all other freight trains; as to all other points along their lines, however, they each charge their local rates, and this business is done by way freight trains of each company respectively for itself and on its own account; all of which methods and rates in each instance are duly advertised in their published tariffs.

524. On the facts herein above stated, a firm of dealers in the city of Boston ordered a consignment of flour from New York to Readville by the all-rail lines of the defendants in this proceeding, and subsequently claimed in their complaint to the Commission that they should have been charged for this service the through rate to Boston, and not the local rates of the defendants from New York to Readville. *Held*, That the facts show that complainants are mistaken as to their rights in this matter, and that the complaint can not be sustained, and must be dismissed without prejudice.

525. According to the evidence, the cost of service is far less expensive to the carrier in doing the through business than in doing separately, each for itself, the combined local business of the two railroad companies. It does not appear that the through rate to Boston is unreasonably low; nor does it appear upon the evidence in this proceeding that the local rates of these two railroad companies are unjust and unreasonable.

526. The joint through rate to Boston on flour is one that is forced upon the all-rail carriers by the competition of a water line not subject to the act to regulate commerce, and is a rate, low as it is, in which there is a small margin of profit to the all-rail carriers, while the combined local rates to Readville, although considerably higher, relate to a service that is wholly different in all its material features, methods, and aspects, rendered by the carriers under circumstances and conditions that are substantially dissimilar.

527. The evidence fails to sustain the allegation of the complaint that complainants formerly shipped to Readville from New York over the roads of the defendants at Boston rates.

S. C. Capehart and Jasper Smith, owners of the steamer R. T. Coles, complainants, *v.* The Louisville and Nashville Railroad Company, The Memphis and Charleston Railroad Company, The East Tennessee, Virginia and Georgia Railway Company, and The Nashville, Chattanooga and St. Louis Railway Company, defendants.

528. Several rail carriers engaged in interstate commerce each cross or touch a navigable river, leaving a large space of territory along and near the river and between their lines that can be served only by steamboats, and in connection with steamboats these rail carriers carry freight to and receive it from this territory at points where they touch or cross the river respectively, but as to it they make through rates with only one line of steamboats, and refuse to make such through rates with other steamboats on the river. *Held*, That under the law the rail carriers may do this, and that it is not unjust discrimination nor unlawful preference. (Citing

Napier v. The Glasgow and Southwestern Railway Company, 1 Railway and Canal Cases, 292.)

529. In such a case all that a steamboat has a right to demand, with which the rail carriers have refused to make through rates and to do through billing, is that the rail carriers shall receive from and deliver to such steamboat freight for transportation at their published local tariff rates.

530. Through rates and through billing are matters of agreement among carriers engaged in interstate commerce, and, as was decided in the case of The Little Rock and Memphis Railroad Company *v.* The East Tennessee, Virginia and Georgia Railway Company (2 Inters. Com. Rep., 454; 3 I. C. C. Rep., 1), the Commission has no power under the statute to compel them against their consent to enter into arrangements for through rates and for through billing.

531 An aggregate through rate is itself an entirety, although made up of agreed percentages, proportions, or divisions, as the case may be, of the entire rate among the several carriers; and where the rail carrier makes a through rate from a point on a navigable river with a steamboat line, and refuses to make such through rate with another steamboat, the Commission can not compel the rail carrier to receive freight from or deliver it to the steamboat with which it has refused to make a through rate and to do through billing upon the prepayment of charges for an estimated proportion of the through rate equal in amount to that which the rail carrier receives from the steamboat line with which it has an arrangement for through rates and through billing.

532. Where a carrier not subject to the act to regulate commerce, for example, a steamboat plying the Tennessee River between Decatur, Ala., and Bridgeport, in the same State, has applied to rail carriers engaged in interstate commerce for through rates and through billing of freight and has been refused these, and during a period of several years has paid these rail carriers their local published tariff rates on freight, and now sues to recover the difference between the amount so paid on the local rates and the proportion of the through rate between the same points covered by the local rates. *Held*, That no recovery can be had in such a proceeding before the Interstate Commerce Commission, and the complaint is dismissed without prejudice.

533. The common carriers named and referred to in the last clause of section 3 of the act to regulate commerce are such alone as are subject to the provisions of that statute.

mes McMillan & Co., complainants, *v.* The Western Classification Committee, lefendants.

534. Whether a complaint to the Interstate Commerce Commission in regard to classification and rates is formal or informal, it is not enough that it be made against a classification committee or a rate committee concerning grievances alleged to be perpetrated by carriers in the matter of classification and rates who are represented to some extent by such classification or rate committee in making rates, but which carriers are not bound to accept such classifiation and rates and do not accept them any further than they see proper to do so; in such a case the carriers who, it is alleged, are guilty of perpetrating the grievances should be made the parties defendant to the complaint and the complaint should point them out by name.

535. The Western Classification Committee, in the making of classification and rates, represents about seventy-five railroad companies, but the classification and rates made by this committee are merely recommendatory to the carriers in the association, and it is not obligatory upon the carriers to accept and operate them. Some of the carriers upon such articles—for example, salted hides and pelts in less than car loads—make commodity rates of their own upon the classification and rates different from those prepared and recommended by the classification committee, while other carriers do not. Upon a complaint by a shipper against the classification committee alone, upon this statement of facts, it is evident that no investigation or order that the Commission could make would have any binding effect whatever upon the carriers.

536. Where all the interstate carriers of the country, working through a committee selected by them for that purpose, are endeavoring to reach a uniform classification of freight, instead of having the various different and conflicting classifications that exist, it being apparent to the Commission

that such uniform classification is a result that is greatly in the pub interests, as well as in the interest of the carriers, and that has often be recommended by the Commission to the carriers, the Commission will n embarrass, delay, or retard the carriers in this work by instituting inve tigations of its own under the twelfth section of the act to regulate co merce involving the classification of a few enumerated articles, tra ported from and to an extended area of country, but unless a form complaint is made against the carriers in regard to such matter and hearing of it pressed to a determination by the parties, the Commissio will wait a reasonable time to see the result of the effort being ma by the carriers in their efforts to arrive at a uniform classification.

537. When an informal complaint is made in regard to such a matter, against classification committee alone, the Commission will, if it can, endeavo to reach some ground that will fairly and justly adjust the difference between the complaining shippers and the carriers; but if it appear tha these conflicting differences exist not only between the carriers and th complaining shippers, but that there are other localities and other dealer whose interests are directly involved and who are opposed to the relie sought by the complaining shippers, then the practice of the Commissio is not to proceed in any investigation of the complaint until the complain is put into such shape that such localities and dealers, as well as the carriers complained of, can have an opportunity to be heard.

Hervey Bates and H. Bates, jr., *v.* The Pennsylvania Railroad Company, The Pennsylvania Company *et al.*

538. Upon a rehearing of this case, the additional evidence warrants a finding contrary to what appeared and was found in the original hearing, that the cost to the defendants of transporting the direct products of corn, including terminal expenses properly chargeable as freight charges, between Indianapolis and seaboard points, is greater on the product than on raw corn.

539. Upon the evidence produced at the former hearing it was decided that no reason was shown for a differential rate between corn and the direct products of corn eastward between Indianapolis and the seaboard. The difference in rate complained of was 4½ cents per 100 pounds between Indianapolis and New York, this being the proportion, according to distance, of a 5-cent differential between Chicago and New York. Since the first hearing the defendants have reduced the differential to 2½ cents per 100 pounds. The complainants claimed there should be no difference. The evidence produced at the rehearing satisfied the Commission, upon grounds stated in the opinion, that the former order should be vacated, and that no further order should now be made.

John C. Haddock, complainant, *v.* The Delaware, Lackawanna and Western Railroad Company, defendant.

540. Complainant is a miner and shipper of anthracite coal from a region in Pennsylvania from which defendant is a common carrier, and also a miner, purchaser, and shipper of coal on its own account.

541. Complainant alleges that defendant gives to itself as a shipper of coal an undue and unreasonable preference and advantage in rates, as compared with those charged complainant; and further alleges specifically that the rates charged him by defendant on coal east to Hoboken, and west and north to Buffalo and other points, are unreasonable and unjust.

542. Respondent in reply relies on certain contracts between itself and complainant, entered into prior to the enactment of the act to regulate commerce, as controlling the charges for the transportation of coal by the former for the latter, and as precluding the jurisdiction of the Commission in the premises. The substance of one of these contracts is that the price for transporting complainant's coal to Hoboken shall be 50 per cent of the price for which respondent sells its own coal in Hoboken; the substance of other contracts is that complainant may ship his coal to points north and west upon the same terms and conditions as respondent for the time being transports coal for other parties, the terms to other parties being fixed in the published tariffs of respondent.

543. No claim is made that the validity of these contracts has been impaired or affected by the passage of the act to regulate commerce, although the Commission distinctly propounded the inquiry whether such claim was made.

544. The case being thus at issue, the complainant applied for subpœnas *duces tecum*, to compel certain third parties, as well as officers of respondent, to produce certain papers and contracts, alleged to be material as evidence upon the issue; and respondent moved to dismiss for want of jurisdiction.

545. The Commission carefully abstains from expressing any opinion as to the effect of the act to regulate commerce in impairing the validity of the contracts referred to, but, assuming them to be still in force, as both parties admit them to be, *Held*, (1) That complainant is precluded, by the terms of the contract for shipping coal to Hoboken, from going into evidence to show that the rate on his coal to Hoboken ought to be different from that fixed by the contract; and witnesses and evidence asked for to that end are immaterial. (2) The contracts providing that complainant may ship coal to points north and west on the same terms and rates that respondent for the time being gives other persons do not preclude complainant from showing that such rates are unjust, oppressive, or unreasonable. Complainant is therefore entitled to a hearing upon that question. (3) The Commission can not, for the purpose of discovering and preventing unjust discrimination by respondent, which is both a shipper and a carrier of its own products over its own line, compel it to keep separate accounts, showing what it charges itself for transportation or what the cost of transportation to it is; and even were such a separate account required it would form no safe guide in determining whether respondent did or did not use its power as a carrier oppressively. (4) The application for subpœnas *duces tecum* is denied. As applicable to contracts and papers of third persons, not before the Commission, it is denied on the ground of the injustice that might be done such persons; and generally (for the present at least) it is denied on the ground that the material facts can be proven by the testimony of witnesses, without the aid of documentary evidence; although respondent will be expected to produce, for purposes of examination, any books and papers of its own material to the controversy. (5) The respondent's motion to dismiss the complaint *in toto* is denied, as good ground of complaint is set forth in respect to northern and western shipments.

The Kauffman Milling Company *v.* The Missouri Pacific Railway Company, The St. Louis and San Francisco Railway Company, The St. Louis, Arkansas and Texas Railway Company, The Missouri, Kansas and Texas Railway Company, The Atchison, Topeka and Santa Fé Railroad Company, The Austin and Northwestern Railway Company, The Denver, Texas and Fort Worth Railroad Company, The Fort Worth and Rio Grande Railway Company, The Gulf, Colorado and Santa Fé Railway Company, The Houston, East and West Texas Railway Company, The Shreveport and Houston Railway Company, The Houston and Texas Central Railway Company, The Texas Central Railway Company, The International and Great Northern Railroad Company, The Natchitoches Railroad Company, The San Antonio and Aransas Pass Railway Company, The Southern Pacific Company, The Texas and Pacific Railway Company, The Texas, Sabine Valley and Northwestern Railway Company, and The Texas Trunk Railroad Company.

546. For reasons peculiar to the territory lying west of the Mississippi River, comprising a large portion of Texas, the State of Missouri, and a considerable part of Kansas, the rates on wheat and wheat flour are grouped without reference to distance, and a lower rate has been charged on wheat than on wheat flour for fifteen years or more. Prior to 1886 the difference in the two rates was 15 cents per 100 pounds or greater. In 1886 a readjustment of rates was made, and upon consideration of all the circumstances and conditions and claims of rival localities the differential was reduced to 5 cents per 100 pounds, which has since been maintained.

547. Upon complaint made by millers of Missouri, supported also by millers of Kansas, against a differential of 5 cents per 100 pounds, and claiming an equal rate on wheat and flour carried from Missouri and Kansas into Texas. *Held*, That under the conditions existing in the territory in question a rate of 5 cents less per 100 pounds on wheat than on flour does not as a matter of fact work unjust discrimination, and is not therefore unlawful.

548. It appearing that the carriers have at times reduced the rate on wheat without a contemporaneous reduction on flour and so made a larger differential than 5 cents per 100 pounds, which is sometimes maintained for a considerable period, it is found that a differential exceeding 5 cents per 100 pounds works unjust discrimination, and is unlawful.

549. Reserving any questions that may arise in case a uniform classification shall be established, at present an exception to a general rule of classification or rate making may be justified by adequate considerations in view of dissimilar conditions in different portions of the country, and when a rigid application of a general rule will be injurious to important public interests, an exception is only reasonable.

550. The power to regulate commerce among the States is absolute in Congress and rates on such commerce may be regulated by Federal authority with reference to trade conditions and circumstances of localities without infringing the rights or immunities of such commerce under the Constitution.

551. The decision in this case applies only to the present situation in the territory in question, and is not intended to lay down a permanent rule for the future nor to apply elsewhere.

Proctor & Gamble *v.* The Cincinnati, Hamilton and Dayton Railroad Company, The Pittsburg, Cincinnati and St. Louis Railway Company, and The Pennsylvania Railroad Company.

Proctor & Gamble *v.* The Cleveland, Cincinnati, Chicago and St. Louis Railway Company, The Lake Shore and Michigan Southern Railway Company, and The New York Central and Hudson River Railroad Company.

Proctor & Gamble *v.* Orland Smith and H. C. Yergason, Receivers of the Cincinnati, Washington and Baltimore Railroad Company, and The Baltimore and Ohio Railroad Company.

552. A petition or motion for rehearing can not be granted on mere allegation of error in the findings of fact, and such a petition or motion must be supported by proof showing, *prima facie* at least, that there was such error. The affidavits in this case fail to make such showing.

The New York Board of Trade and Transportation, The Commercial Exchange of Philadelphia, and The San Francisco Chamber of Commerce *v.* The Pennsylvania Railroad Company, The Pittsburg, Fort Wayne and Chicago Railway Company, The Pittsburg, Cincinnati and St. Louis Railway Company, The New York Central and Hudson River Railroad Company, The Michigan Central Railroad Company, The Lake Shore and Michigan Southern Railway Company, The Chicago and Grand Trunk Railway Company, The New York, Lake Erie and Western Railroad Company, The Chicago and Atlantic Railway Company, The New York, Pennsylvania and Ohio Railroad Company, The New York, Chicago and St. Louis Railroad Company, The West Shore Railroad Company, The Delaware, Lackawanna and Western Railroad Company, The Grand Trunk Railway Company of Canada, The Wabash Railroad Company, The Baltimore and Ohio Railroad Company, The Philadelphia and Reading Railroad Company, The Central Railroad Company of New Jersey, The Boston and Maine Railroad Company, The Louisville, New Orleans and Texas Railway Company, The St. Louis, Iron Mountain and Southern Railway Company, The Southern Pacific Company, The Union Pacific Railway Company, The Northern Pacific Railroad Company, The Canadian Pacific Railway Company, The Texas and Pacific Railway Company, The Illinois Central Railroad Company, The Lehigh Valley Railroad Company.

553. The act to regulate commerce specifically provides for the regulation of the transportation of foreign merchandise when brought from a foreign port of shipment to a port of entry of the United States and transported from such port of entry to a place within the United States upon a through bill of lading, or when transported from a foreign port to a port of entry of a foreign country adjacent to the United States and transported from such port of entry to a place of destination within the United States upon a through bill of lading.

554. The regulation thus provided is such as regulates the rates, charges, facilities afforded, and treatment of the foreign merchandise from the port of entry in either instance, as the case may be, to the place of destination of the merchandise within the United States, but it is not a regulation that extends to the control of rates made upon such foreign merchandise in the foreign port of shipment for its carriage to the port of entry of the United States or to the port of entry in a foreign country adjacent to the United States.

555. With respect to that part of the carriage of such foreign merchandise between the ports of entry and the place of destination in the United States the rule of the statute is that it is entitled to no preference in rates, charges, facilities afforded, and treatment over domestic merchandise or

other merchandise when these are a like kind of traffic transported from such ports of entry to such places of destination, but as to that service it stands upon the same basis of equality with domestic merchandise or other freight as to rates, charges, facilities afforded, and treatment, and must be carried upon this part of its journey under the inland tariffs of the carriers established for the transportation of domestic merchandise or other freights, and under the same rules governing their carriage, as to weight, bulk, value, expenses of carriage, and all such other circumstances and conditions as enter into the making of just and reasonable rates and of avoiding unlawful prejudice and unjust discriminations, such as is provided by the statute.

556. The circumstances and conditions surrounding the making of the rates upon such foreign merchandise in the foreign port of shipment have had their weight and operation in its foreign carriage to the port of entry and in the charges made and facilities afforded for that service, but after such foreign merchandise has been brought within the United States on its way to destination in the United States it encounters other circumstances and conditions that are controlling in this part of its carriage, namely, the laws of the United States made for the regulation of its rates and carriage.

557. The publication of such inland joint tariffs for the transportation of such foreign merchandise under the statute and of advances and reductions should be made at the port of entry and also at the point of destination of freight in the United States by posting the same in a public place at the depot of the carrier where the freight is received in the port of entry and where it is delivered at the place of destination in the United States.

558. The term "a like kind of traffic," as it occurs in section 2 of the act to regulate commerce, and as used in this report and opinion, does not mean traffic that is identical, but it means traffic that is of "a like kind" with other freight in the elements of a fair and just classification for the purpose of arriving at a just and reasonable rate and a rate that will avoid unjust discrimination and unlawful preference.

559. Commodity class rates described and discussed.

560. The power of interstate carriers to make commodity class rates and special class rates to meet the circumstances and conditions of traffic along their lines recognized and defined.

Coxe Brothers & Company *v.* The Lehigh Valley Railroad Company.

561. *Classification of freight.*—Freight classification is deemed by the railroads convenient and essential to any practical system of rate making, and is so recognized though not enjoined by the act to regulate commerce.

562. *Same.*—When classification is used as a device to effect unjust discrimination or as a means of violating other provisions of the statute, the act requires the Commission to so revise and correct such classification and arrangement as to correct the abuse.

563. *Lower rates for longer hauls.*—Besides terminal expenses and other aggregate charges not dependent upon the distance freight is moved, there are other conditions which justify a lower proportionate charge for longer distances.

564. *Through carriage over connecting lines.*—Through transportation over connecting lines is favored by the statute, and the rate over such through lines is correctly adjusted upon the distance through, and not upon the shorter distances over, the several lines.

565. *Same.*—Two roads by agreement carried bituminous coal from the Snow Shoe region in Pennsylvania to Perth Amboy, N. J., a distance of about 300 miles, at a higher aggregate, but lower proportionate, rate than was charged by one road on anthracite for the distance over its line, the distance over such line being about 150 miles. *Held*, That this was no undue preference in favor of the bituminous coal traffic, and subjected anthracite traffic to no unreasonable disadvantage, except as the anthracite charges might be excessive.

566. *Practicable regulation.*—A railroad company carrying coal as interstate traffic is the owner of the capital stock of a coal company, which, under its charter, holds lands, mines, buys and sells coal, and ships over the lines of said railroad company. *Held*, Where such conditions result in violations of the act to regulate commerce, the only regulation practicable is the enforcement of the provision of the act requiring rates to be reasonable.

567. *Group rates.*—It is often impracticable to establish different rates on the same commodity from practically the same locality to the same market, and the owners of mines in the Lehigh anthracite region are subjected to no unreasonable disadvantage from the present grouping of mines based on more than actual distance when shipping east and less than actual distance when shipping west.

568. *Unreasonable rates.*—A railroad company had in force for a period of more than two years next before the act to regulate commerce took effect a scale of charges on anthracite coal considerably lower than its present rates, which are higher on coal than on iron ore, pig iron, and other low grade freight, and also higher than the charges of said road on general freight, the expense of carrying which is much greater than the expense on coal. *Held*, That such higher rates on coal are unreasonable.

569. *Commission to determine rates.*—The act to regulate commerce declares every unreasonable charge unlawful, requires the Commission to enforce its provisions and confers the power, and imposes on the Commission the duty of determining what are reasonable rates, as well as what are unreasonable.

570. *Reasonable rates.*—A railroad company by putting in force a rate of charges furnishes evidence that the rate is profitable, which is more convincing when such rate is long maintained; and where a carrier put in force and maintained for nearly two years, immediately after the act to regulate commerce took effect, a scale of charges largely in excess of that maintained for two years next before the act, and the lower rates were sufficient to meet all the obligations of the road, including income on investment. *Held*, The higher rate should be reduced.

The Boston Fruit and Produce Exchange *v.* The New York and New England Railroad Company, The New York, New Haven and Hartford Railroad Company, The Pennsylvania Railroad Company, The Central Railroad Company of New Jersey, and The Lehigh Valley Railroad Company.

571. The words "common control, management, or arrangement," as found in the first section of the act to regulate commerce, defined and applied to the special facts of the case.

572. Section 7 of the act may properly be considered in construing the general jurisdictional clause of the first section.

573. Contracts and tariffs filed with the Commission under section 6 of the act may be considered, although not specifically introduced in evidence on the hearing.

574. The Boston Fruit and Produce Exchange is a mercantile society, such as is described in the thirteenth section of the act, and as such has the right to maintain a proceeding like the present, without showing special damage to itself.

575. Elements that will be considered in fixing the rates for the transportation of perishable fruit, under special circumstances, discussed and applied to the facts found.

576. The gist of the present complaint is that the rate on peaches from the Delaware district to Boston is unreasonably high and oppressive, and, the fact being so found, a reduction is ordered.

Hamilton & Brown *v.* The Chattanooga, Rome and Columbus Railroad Company, The Louisville and Nashville Railroad Company, and The Nashville, Chattanooga and St. Louis Railway Company.

577. The rates on freight from interstate points to Kramer, Ga., via the Chattanooga, Rome and Columbus Railroad, are made by taking the through rate to recognized "basing points," and adding thereto that local rate which will give the lowest combination. This method of determining a rate criticised, and, as applied to such traffic to Kramer, operates as an unjust discrimination against that locality.

578. All the carriers participating in the traffic, the rates for which were questioned in this proceeding, were not made parties, and the case, while showing that the through rates were discriminatory and unjust, failed to disclose sufficient facts upon which an accurate decision could be based, and accordingly it was held that the carriers who were parties to the proceeding be required to adjust their respective tariffs so as to avoid discrimination against Kramer, and that the carriers who were not parties be summoned to appear and show cause why a like order be not issued as to the business in which they participate, unless their tariffs are voluntarily adjusted so as to avoid the discrimination complained of.

New Orleans Cotton Exchange *v.* Louisville, New Orleans and Texas Railway Company.

579. *Posting schedules of rates and charges.*—Common carriers are required to post in their depots, stations, and offices schedules showing the rates and charges for transportation in force on the routes of such carriers, as well on freight which is, as on that which is not, for export.

580. *Order of reparation.*—Where a carrier corrects the inequality of rates complained of and thus makes all the reparation asked in the complaint, or that the Commission could afford, no order is required, and none will be issued.

The Delaware State Grange of the Patrons of Husbandry *v.* The New York, Philadelphia and Norfolk Railroad Company, The Delaware Railroad Company, The Philadelphia, Wilmington and Baltimore Railroad Company, and the Pennsylvania Railroad Company.

581. For a special service by a carrier, such as the transportation of perishable freight, requiring quick movement, prompt delivery at destination, special fitting up of cars, their withdrawal from other service, and their return empty on fast time, all involving greater expense to the carrier, a higher rate than for the carriage of ordinary freight is warranted by the conditions of the service and is reasonable and just.

582. But the higher rate for a special service should bear a just relation to the value of the service to the traffic, and is not wholly in the discretion of the carrier. While a carrier should be fully compensated, the public interests require that the traffic should not be rendered valueless to the producer if the charges of the carrier have such an effect and can be reasonably reduced.

583. The requirement of the statute that all rates shall be reasonable and just involves a consideration of the commercial value of the traffic, and implies that rates should be so adjusted that producers of traffic as well as carriers may carry on their pursuits successfully, if practicable for both, and without injustice to the carrier. The public good requires what is plainly the spirit of the law, that the transportation interests are not alone to be considered, but that in the just exercise of regulation care should be taken that the lawful and necessary occupations of citizens are not unjustly burdened.

584. The complaint was that the defendants' charges for the transportation of specified perishable articles of truck farming from stations on their lines of railroad to Jersey City and Philadelphia were excessive and unreasonable, and that the charges were higher for the shorter distances from their stations on the peninsula in Delaware and Maryland than for the longer distance from Norfolk, Va. It was found that the charges on certain articles specified from stations on the peninsula were excessive and a reduction was ordered. The reduced rates are, however, in many cases still considerably above the rates on the same articles from Norfolk, and the showing not being sufficient to enable the Commission to determine satisfactorily how far the lower Norfolk rates were justified by the differences in the conditions and circumstances, that subject is left for future consideration.

John P. Squire & Co. *v.* The Michigan Central Railroad Company, The New York Central and Hudson River Railroad Company, The Boston and Albany Railroad Company.

585. The provision of the third section of the act to regulate commerce, prohibiting carriers from making or giving any undue or unreasonable preference or advantage to any particular person, firm, company, corporation, or locality, or any particular description of traffic, in any respect whatsoever, not only applies to relative rates on one description of traffic shipped to or from competing localities, but also to relative rates on differently described articles which are competitive in the same markets; and when carriers have established rates on articles of competitive traffic which are relatively reasonable and fair, they can not arbitrarily select particular articles of such traffic and materially raise or lower rates so established thereon without violating that provision of the statute.

586. The relation of rates ought to rest upon fixed and stable conditions. The fluctuations of markets are so frequent, especially as to competitive articles, and oftentimes unexpected, that commercial considerations alone would not furnish *a sufficiently stable and* fixed rule for guidance in

making a rate that should remain substantially permanent through a fluctuations. The Commission does not, by a fixing of rates, attempt t overcome advantages which one producer or dealer may have in his ge graphical location, and to produce equality between competitors in a markets. It would be a useless task, even if it had the power, to attemp to accomplish such a result. The proper relation of rates for transport tion of strictly competitive articles over the same line should be dete mined by reference to respective costs of service ascertained with reaso able accuracy.

587. Violation by one carrier of principles laid down in this case as governin relative rates on competitive articles does not justify similar violation by its competitors.

588. The rates involved in this case are those on live hogs, live cattle, and th dressed products of each. These are found to be competitive commodi ties, and therefore entitled to relatively reasonable rates for transporta tion proportioned to each other according to the respective costs of service.

Jacob Shamberg *v.* The Delaware, Lackawanna and Western Railroad Company and The New York, Chicago and St. Louis Railroad Company.

589. A firm of cattle dealers in the city of New York, who procured their cattle on a large scale from Chicago and other western points for domestic consumption as well as for export, make an arrangement with two interstate rail carriers, constituting a through line from Chicago to New York, that the said firm will, under the name of an express company of their own creation, furnish not less than 200 or more than 400 improved live-stock cars for the transportation of these cattle. For the rental of these improved stock cars the carriers pay this express company three-fourths of a cent per mile, whether loaded or empty. Extraordinary facilities and rights of way are given these cars to enable them to make a large mileage, and they make more than twice the mileage of ordinary stock cars. Besides this, the carriers pay 50 cents for the loading of each of said cars with cattle at the Union Stock Yards in Chicago, for which no charge is made against the express company or the firm represented by it. In addition to this the carriers pay this firm yardage at the rate of 3½ cents per hundred pounds on all their cattle, and upon all other cattle hauled for other firms in the care of this firm owning the express company, to its yards at Pier 45, East River. This yardage charge is thus paid to the said firm by the said carriers for keeping their cattle in the firm's own yards after delivery of them to the firm, and then this yardage charge is deducted from the tariff rate charged by the carrier. The amount of these rebates to this firm in rates on these cattle by these carriers more than pays the entire cost of the improved stock cars within two years after operations are commenced with them, including the expenses of operation, leaving said firm owning the cars and still operating them with all these advantages and rates and facilities. *Held:* (1) This is an unlawful preference to the firm owning these improved stock cars and a violation of the act to regulate commerce. (2) It is an unlawful and unjust prejudice to other cattle firms and dealers in New York who are competitors in the business of said firm owning said improved stock cars.

The New York and Northern Railway Company *v.* The New York and New England Railroad Company, The Housatonic Railroad Company, and The New England Terminal Company.

590. *Discrimination between connecting lines.*—The respondent, which is a carri by a railroad running through the State of Connecticut to a point in Ne York, had had for some time a through billing arrangement and an agre ment upon through rates for traffic over its own line destined to Ne York City, with petitioner's road, which connected therewith at its Ne York terminus. This arrangement respondent broke up and declined enter into any new one in its place.

The reason for breaking up this arrangement was that respondent had entere into a new arrangement with another road connecting with it at a point Connecticut, whereby a New York City line was formed over which it w intended to take the business which formerly passed over respondent's line petitioner's. It was not complained that petitioner's road was insolvent not responsible for its contracts, or that the arrangement as before existi was unfair or unequal as between the parties thereto.

Such action of the respondent is held to be in violation of the second par graph of section 3 of the act to regulate commerce, which requires th

"every common carrier subject to the provisions of this act shall, according to their respective powers, afford all reasonable, proper, and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding, and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines; but this shall not be construed as requiring any such common carrier to give the use of its tracks or terminal facilities to another carrier engaged in like business.

591. *Interest in the competing line.*—One reason assigned for breaking up the arrangement with petitioner was that respondent was joint owner with the road making the new line of a terminal company for delivery of freight in New York. This interest is not an excuse under the statute for discrimination against petitioner's line, and this whether the interest in the terminal company was large or small. Petitioner did not require or ask the services of the terminal company, but only to be allowed to continue as competitor for the business affected by the discrimination, and to offer its services to the public as such. It is found in the case that the public interest was injuriously affected by the discrimination.

592. *Terminal delivery by an agent.*—It is of no importance to the question involved that after freight carried by petitioner's road reached High Bridge, in New York, its delivery from that point to the pier, which constituted the terminus of the carriage, was made by an agent or contractor employed for the purpose. Petitioner, being carrier for the whole distance, was entitled to the privileges given by the statute accordingly.

Frederick P. Beaver and William D. Chamberlin, doing business under the firm name of Beaver & Company, *v.* The Pittsburg, Cincinnati and St. Louis Railway Company, The Cincinnati, Hamilton and Dayton Railroad Company, The New York, Lake Erie and Western Railroad Company, The Cleveland, Cincinnati, Chicago and St. Louis Railway Company, The Dayton, Fort Wayne and Chicago Railway Company, The Lake Shore and Michigan Southern Railway Company, The New York Central and Hudson River Railroad Company, The Pennsylvania Railroad Company, The Baltimore and Ohio Railroad Company, The Wabash Railroad Company, The Chicago, St. Paul and Kansas City Railway Company, The Atchison, Topeka and Santa Fé Railroad Company, The Missouri Pacific Railway Company, The Chicago, Burlington and Quincy Railroad Company, The Hannibal and St. Joseph Railroad Company, The Union Pacific Railway Company, and The Chicago and Northwestern Railway Company.

593. Where two kinds of soap are made use of for the same purposes, and are advertised and held out to the world as suited for like purposes, and are substantially equal in value, they should both for purposes of transportation and rating be placed in the same classification.

594. The soaps known as the Ivory Soap and the Grand Pa's Wonder Soap fall within this rule. Both are represented as suitable for laundry and also for toilet purposes, and both are used for those purposes. It would therefore be unjust discrimination to place one of them in a classification as toilet soap and the other in a much lower classification as laundry soap.

The James & Mayer Buggy Company *v.* The Cincinnati, New Orleans and Texas Pacific Railway Company, The Western and Atlantic Railroad Company, and The Georgia Railroad Company.

595. *Same rate for longer and shorter distances.*—Ordinarily longer distances warrant higher charges, but carriers may lawfully accept the same aggregate, though less profitable, rates for longer distances, provided such carriers do not "subject any particular person, company, firm, corporation, or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage."

596. *Greater charge for shorter distances.*—The circumstances and conditions which make a greater charge for a shorter distance lawful relate to the nature and character of the transportation service rendered by the carrier over the same line to the longer and shorter distance points.

597. *Same.*—Water competition to justify the greater charge for the shorter distance must be competition in transportation to the longer-distance point and as to freight which, if not carried over the line on which it is located, would reach such destination by water transportation.

598. *Same.*—Goods shipped from Cincinnati, Ohio, to points in the State of Georgia are interstate traffic and all the roads forming a part of the line over which *such goods are carried to their* destination are engaged in

interstate commerce and are subject to the act to regulate commer... Where two or more roads forming a continuous connecting line betw... points in different States bill and carry interstate traffic through to c... tain stations on the last road forming such line, neither the ro... together nor any one of them can evade the obligations of the fourth ... tion of said act by declaring that as to such traffic destined to such ... tions on such terminal road it is a local carrier.

The Boston Fruit and Produce Exchange *v.* The New York and New Engla... Railroad Company, The New York, New Haven and Hartford Railroad Co... pany, The Pennsylvania Railroad Company, The Central Railroad Company ... New Jersey, and The Lehigh Valley Railroad Company.

599. At the hearing of this case upon its merits the Commission prescribed t... freight rate upon peaches in carload lots from New Jersey and the De... ware Peninsula to Boston, Mass. One of the defendants filed a moti... for rehearing, based upon the claim that some of the other defendan... construed the decision of the Commission as justifying them in insistin... that the freight charge prescribed should be divided among the carri... on a mileage basis merely: *Held*, That the former decision of the Co... mission could not be fairly construed as justifying the claim that th... single freight charge between the interstate points should be divided on ... mileage basis merely; that many of the considerations which induced th... fixing of an increased rate for the special service were peculiar to th... Pennsylvania Railroad Company and in which the other carriers east o... the Harlem River did not participate; that, under the pleadings and evi... dence in this case, the Commission could only prescribe a single rate fo... the service as an entirety, to be reasonably and fairly divided among th... several carriers by themselves; that the motion for a rehearing be over... ruled.

Daniel Buchanan *v.* The Northern Pacific Railroad Company.

600. The rates on wheat and barley, of 50 and 56 cents per hundredweight, respectively, charged by defendant from Ritzville, Wash., to St. Paul, Minn., a distance of 1,576 miles, in view of the circumstance and conditions surrounding the traffic, held not to be unreasonable.

The Railroad Commission of Florida *v.* The Savannah, Florida and Western Railway Company, The Charleston and Savannah Railway Company, The North Eastern Railroad Company of South Carolina, The Wilmington, Columbia and Augusta Railroad Company, The Wilmington and Weldon Railroad Company, The Seaboard and Roanoke Railroad Company, The Petersburg Railroad Company, The Richmond and Petersburg Railroad Company, The Richmond, Fredericksburg and Potomac Railroad Company, The Alexandria and Fredericksburg Railway Company, The Alexandria and Washington Railway Company, The Baltimore and Potomac Railroad Company, The Philadelphia, Wilmington and Baltimore Railroad Company, The Pennsylvania Railroad Company, The Florida Central and Peninsular Railroad Company, The Baltimore Steam Packet Company, The New York and Texas Steamship Company, The Clyde Steamship Company, and The Ocean Steamship Company of Savannah.

601. The act to regulate commerce makes it the duty of this Commission "to investigate any complaint forwarded by the railroad commissioner or railroad commission of any State or Territory at the request of such commissioner or commission." The complaint in this case was brought by and in the name of the railroad commission of Florida, but the real parties in interest are large classes of growers, buyers, and shippers in the State of Florida. Since the complaint was filed the nominal complainant has ceased to exist. *Held*, That the repeal of the law creating the railroad commission of Florida could not operate as a withdrawal or dismissal of the complaint, that commission having been only an instrument for the transmission of the complaint to this commission, and having fully performed that function before an end was put to its existence. To abate or dismiss the proceeding on that ground would be to sacrifice substance to form in contravention of the spirit and letter of the act to regulate commerce and of the rules of courts of law in analogous cases. *Held further*, That under the provision of the act to regulate commerce authorizing this Commission to "institute any inquiry on its own motion in the same manner and to the same effect as though complaint had been made," neither complaint nor complainant is necessary to confer jurisdiction.

902. The defendants, the Clyde Steamship Company, the New York and Texas Steamship Company, and the Florida Central and Peninsular Railroad Company, are common carriers engaged in interstate commerce by arrangement as alleged in the complaint, and as such are subject to the jurisdiction of this Commission in respect thereto.

903. It does not appear that defendants willfully omitted or failed to notify the Commission and the public of the advance in rates complained of, or that anyone has sustained damage or injury by reason of such failure or omission, and therefore there is no case made out for an application by the Commission to a district attorney of the United States for the institution of a prosecution, and no ground for a recommendation of reparation for such injury.

904. While a complainant has no interest in the division the defendants make between themselves, and it does not determine what the charge to the public must be, yet the division is not without significance in determining what are reasonable rates for the whole distance on the lines in question.

905. Carriers making an advance in rates should be able to present a satisfactory justification of such advance, particularly when the old rates have been of many years' standing and the advance is great and the traffic affected is of large and constantly increasing volume and of vital importance to a large section of country.

906. Upon consideration of all the facts and circumstances in this case—*Held*, That the advance of 10 cents per box in rates on oranges from Florida points to New York and other northeastern markets, made by defendants on November 23, 1890, was without justification, and so far as it exceeded 5 cents per box was unreasonable and contrary to law; that defendants be notified and required to make reparation for injuries occasioned by such unreasonable and unlawful rates to the several persons entitled thereto, and, as such persons are not parties to this proceeding and the amounts wrongfully received from them, respectively, can not be ascertained from the evidence already taken, that this proceeding be continued for such further action or inquiry in that behalf as may become necessary.

Lehmann, Higginson & Co. *v.* The Texas and Pacific Railway Company, The Missouri, Kansas and Texas Railway Company, and George A. Eddy and H. C. Cross, receivers of said Missouri, Kansas and Texas Railway Company.

907. A schedule of rates designated a "joint freight tariff" announcing a rate from New Orleans to Kansas City of 30 cents per hundred pounds of sugar was duly published and filed with the Commission by the New Orleans Traffic Association on behalf of the roads composing said association "and connections." The Texas and Pacific Railway Company, a member of said association, in its own behalf, issued and filed a supplemental sheet announcing said rate of 30 cents effective. The several companies composing said traffic association operate roads extending to and leading out of New Orleans, but none of them extending to Kansas City: *Held*, That a joint tariff of rates or charges must show on its face what carriers unite in establishing such joint tariff, and that the publication and filing of said schedule and supplemental rate sheet did not establish, as provided by section 6 of the act to regulate commerce, a joint tariff of rates and charges on a continuous line from New Orleans to Kansas City over the roads of said association, or of any one of them, in connection with any other road or roads. *Held further*, That where freight passes over a continuous line or route operated by more than one company on which no joint tariff of rates or charges has been established, the tariff of rates or charges is the sum of the established local rates or charges of the several companies operating such continuous line.

908. Several railway companies forming a continuous through line carried certain traffic to the terminal point at a 30-cent rate and for the same rate to an intermediate point, and to a point on a branch line more distant than said intermediate but less distant than said terminal point they maintained a rate of 42 cents on the like traffic: *Held*, That the roads might lawfully maintain the same rate at the intermediate and terminal points, and that some higher rate might be maintained to the branch-line point off the direct through line without unjust discrimination. *Held further*, That as to the branch-line point the complainant was entitled to a refund of the amount paid in excess of a reasonable rate.

The Hezel Milling Company *v.* The St. Louis, Alton and Terre Haute Railroad Company and the Illinois Central Railroad Company.

609. For the carrier to pay the larger expense of the transportation of a remote shipper's merchandise to the station, and not to pay the less expense of such transportation of the nearer shipper's merchandise, would be the equivalent of a rebate to the former, the railroad service proper being the same to each and at the same rate; nor would it be treating all patrons with statutable equality to bear a part of the cartage expense for one shipper and not bear a part of it for another.

610. Rates for the transportation of flour originating at St. Louis or East St. Louis and shipped over defendants' lines are the same, and such flour is forwarded by the first-named defendant from its receiving station in East St. Louis. Shippers in St. Louis deliver flour to rail or wagon transfer companies at their stations in St. Louis and defendants bear the cost of transfer to said receiving station, the average being about 6 cents per barrel, or St. Louis shippers sometimes deliver to the wagon transfer company at their mill doors and then bear half of the cartage expense by wagon, the defendants the other half. Petitioner, who is a manufacturer and shipper of flour over defendants' lines in competition with St. Louis millers, teams flour from its mill, about one-half a mile, to said receiving station at East St. Louis, at a cost of 6 cents a barrel, or loads it on cars furnished by the defendants on a side track contiguous to said mill, at a cost of about 3 cents a barrel, being required to so load such cars that the lot for the nearest station is placed in the forward part of the trains and lots for other stations are arranged consecutively according to distance, and also being required to clean and repair such cars before using. *Held*, That on flour destined to points outside the State which the initial carrier requests petitioner to haul to its station, or which petitioner is compelled to haul there by reason of proper cars not being furnished on said side track for loading, petitioner is entitled to a reduction of 6 cents a barrel from rates in force as long as defendants bear that amount of the cost of cartage for other shippers. *Held further*, That defendants' rule requiring petitioner to clean and repair cars furnished on said side tracks is unreasonable, but the requirement that petitioner shall load such cars according to stations is, in view of counter advantages, not unreasonable, and rates on flour loaded by petitioner in properly cleaned and repaired cars so furnished are, upon the facts, properly the same as rates in force on shipments of flour originating in St. Louis.

611. With reference to the transportation of flour, defendants seem to treat St. Louis and East St. Louis as a single business community; therefore, they can not complain if this case is determined upon that theory. Taking petitioner's flour in cars from its mill is presumably equal in value to its expense of hauling by team; therefore, petitioner can not complain that the carriers bear a portion of the cartage expense of the St. Louis millers equal to the benefit it receives from being able to deliver on the side track at its mill. Questions arising under a practice of partial or absolute free cartage, or growing out of the existence of side tracks to shippers' doors, must depend largely for solution on the particular circumstance of each case.

In the matter of the Carriage of Persons Free or at Reduced Rates, by the Boston & Maine Railroad Company.

612. The defendant issued passes entitling the holders to free transportation over the lines of its system, extending into the States of Maine, New Hampshire, Vermont, and Massachusetts; there were several classes of the persons who received the passes, among them gentlemen long eminent in the public service, higher officers of the States, prominent officials of the United States, members of the legislative railroad committees of the above-named States, and persons whose good will was claimed to be important to the defendant: *Held*, That the giving of free transportation to such persons was a violation of the act to regulate commerce.

613. The defendant also issued such passes to other classes of persons, among them the sick, necessitous and indigent, proprietors of hotels, members of the families of employees, agents of ice companies, milk contractors, State railroad commissioners, trustees of railroad mortgages, and newspaper publishers for advertising: *Held*, as to these latter classes of persons that as the investigation as to them had not been finished, the case should be held for further consideration and order.

614. When an investigation by the Commission to inquire into the business management of a common carrier has been fully concluded as to some matters, and not concluded as to others, an order may be made *pendente lite*, as to the former, and the cause retained for further consideration and order as to the latter.

615. Upon the facts found in this case, *Held*, That the second section of the act prohibits the giving of free transportation to the persons embraced within the classes first above-named; that a carrier is bound to charge equally to all persons regardless of their relative individual standing in the community; that the words, "under substantially similar circumstances and conditions," relate to the nature and character of the service rendered by the carrier, and not to the official, social, or business position of the passenger; that section 22 of the act is exceptive in character and only applies to the persons and subjects expressly specified therein.

William H. Macloon *v.* The Chicago and North-Western Railway Company:

616. The provisions of the eighth, ninth, thirteenth, fourteenth, fifteenth, and sixteenth sections of the act to regulate commerce construed in the light of recent decisions in Federal Courts. *Held*, That a procedure for the enforcement of lawful orders of the Commission founded upon controversies requiring trial by jury having been provided by the amendment of March 2, 1889, of the sixteenth section of the act to regulate commerce, it is the duty of the Commission to pass upon the question of reparation for past damages whenever a claim is made therefor.

617. Defendant's railroad connects at Janesville, Wis., with the Chicago, Milwaukee and St. Paul Railway. Complainant is a merchant doing business at that point and having coal yards on the line of the latter road, but receiving shipments from points on the line of the defendant road, and his financial responsibility is not questioned in this proceeding. Carriers operating in that section of the country are members of a car-service association, which has established a rule requiring the payment of demurrage charges when cars are retained by shippers more than forty-eight hours after receiving notice that such cars are in position to unload, and the rule is set forth by the carriers in their bills of lading. Upon all the facts in this case, *Held*, That the action of defendant in refusing, after payment of freight and offer of customary switching charges, to switch two car loads of coal to the connecting line for delivery at the coal yard of the complainant on such line unless he promised in advance to pay any demurrage charges that might be made, regardless of whether they were just or legally enforcible, was unreasonable, notwithstanding complainant had previously refused to pay demurrage charges on other cars switched to his siding, which he had failed to fully unload within the time prescribed by the rule, and defendant by retaining the coal in its possession and demanding such promise from complainant as a condition precedent to the performance of its duty as a carrier subjected the complainant to unlawful prejudice and disadvantage. *Held further*, That complainant is entitled to reparation for injuries sustained in consequence of such refusal and neglect of defendant, but, the proof as to the extent of his damages being insufficient, that the case be held open for the present without order, and that upon notice of adjustment by the parties of the question of reparation the petition be dismissed.

harles P. Perry *v.* The Florida Central and Peninsular Railroad Company, The Savannah, Florida and Western Railway Company, The Charleston and Savannah Railway Company, The Northeastern Railroad Company of South Carolina, The Wilmington, Columbia and Augusta Railroad Company, The Wilmington and Weldon Railroad Company, The Seaboard and Roanoke Railroad Company, The Petersburg Railroad Company, The Richmond and Petersburg Railroad Company, The Richmond, Fredericksburg and Potomac Railroad Company, The Alexandria and Fredericksburg Railway Company, The Alexandria and Washington Railway Company, The Baltimore and Potomac Railroad Company, The Philadelphia, Wilmington and Baltimore Railroad Company, The Pennsylvania Railroad Company, comprising the Atlantic Coast Dispatch Line.

618. The act to regulate commerce expressly requires that transportation charges shall be reasonable, and empowers the Commission to enforce its provisions. Wherever the power of enforcing reasonable rates exists there must also exist the power to ascertain what is reasonable. The Commission is not restricted to finding that an existing rate is unreasonable and forbidding *its continuance, but has the further* authority to ascertain, order,

and enforce a rate that is reasonable. The power to determine and de what is a maximum reasonable rate also results from those provisio the act which require the Commission to determine what reparatio any, should be made by carriers to parties injured by their violation law, and in cases of unreasonable rates the measure of reparation d such a party is the difference between the rate actually charged and reasonable rate which should have been charged.

619. Divisions of a joint rate among the carriers are sometimes inquired into the purpose of ascertaining, from the divisions, whether a rate unrea able in itself may not be traced to the inequality of such divisions.

620. The possible influence of water competition upon rates for the transpo tion of oranges and the nonexistence of such competition in the carri of berries, because the latter can not be carried by water in any consi able quantities, does not authorize defendants to take advantage of t situation and charge unreasonable rates on berries.

621. Rates on interstate shipments from points on the initial carrier's line w shown to be greater for the shorter distance from Lawtey than for t longer distance over the same line in the same direction from Gainesvil and defendants were ordered to bring their rates from Lawtey and oth points in that territory in conformity with the provisions of the fou section of the act to regulate commerce. The fact that the initial carrie line joins its connecting line at both Callahan and Gainesville and th traffic from Lawtey, an intermediate station, may be routed throu Gainesville, the longer distance point, does not authorize defendants t charge the higher rate from Lawtey when the traffic from that point an from Gainesville is in fact routed through Callahan.

622. Carriers should not treat shipments of traffic intended to be continuou between interstate points as consisting of two kinds of service indepe dent of each other, the one to or from a so-called basing or competitive poi on a through rate, and the other between the basing or competitive poi and a so-called local or intermediate point on a local rate. *Re* Tariffs an Classifications of Atlantic and West Point R. Co. *et al.*, 2 Inters. Com Rep., 461; 3 I. C. C. Rep., 46; and Hamilton and Brown *v.* Chat., Rom and Col. R. Co. *et al.*, 3 Inters. Com. Rep., 482; 4 I. C. C. Rep., 686; cite and affirmed.

623. Circumstances and conditions which affect the question of reasonable rates on strawberries from points in Florida to New York City, including such characteristics of the traffic and its transportation as volume, weight, bulk, value, perishability, risk, expense of handling and quick carriage in perishable freight trains, and return of empty cars, stated and compared with those surrounding the transportation of oranges and other traffic carried by defendant in the same trains. Upon the facts appearing in this case, *held*, that defendants' rates for services rendered in receiving, forwarding by their perishable freight trains, and delivering strawberries from Florida points to New York City should not exceed $3.33 per hundred pounds or $1.66⅔ per crate of 50 pounds from Callahan, Fla., to New York, and from Lawtey, Hammock Ridge, and other stations more distant from New York than Callahan, the total through rates should not be unreasonably in excess of the charge from Callahan, and should be filed with the Commission and published according to law.

624. Where claim for reparation is made in a complaint of unreasonable rates the burden of proof is on complainant to show the facts connected with the claim, and when these facts have not been sufficiently brought out to enable the Commission to justly determine what reparation is due to the complainant in such cases it will decline to award reparation.

625. If defendants' rates on strawberries had been so excessive and unjust as to have rendered complainant's crop valueless to pick and market, it would not entitle him to reparation for loss thereby sustained, because such damages would be too speculative, uncertain, and remote.

J. M. Rising, J. L. Brownlee, D. Q. Cole, and others, *v.* The Savannah, Florida and Western Railway Company, The Charleston and Savannah Railway Company, The Northeastern Railroad Company of South Carolina, The Wilmington, Columbia and Augusta Railroad Company, The Wilmington and Weldon Railroad Company, The Seaboard and Roanoke Railroad Company, The Petersburg Railroad Company, The Richmond and Petersburg Railroad Company, The Richmond, Fredericksburg and Potomac Railroad Company, The Alexandria and Fredericksburg Railway Company, The Alexandria and Washington Railway

pany. The Baltimore and Potomac Railroad Company, The Philadelphia, ington and Baltimore Railroad Company, and the Pennsylvania Railroad pany.

case was decided in accordance with the principles laid down in the fore- ing case of Perry.

ry, Wasey & Co. *v.* The Wabash Railroad Company, The Chicago, Burling- and Quincy Railroad Company, The Detroit, Grand Haven and Milwaukee road Company, The Chicago and Grand Trunk Railroad Company, The cago, Milwaukee and St. Paul Railway Company, The Chicago, Burlington Kansas City Railway Company, and The Chicago, Rock Island and Pacific lway Company.

The power and duty of the Commission to fix maximum rates in cases of complaints against rates as unjust, excessive. and unreasonable, re- affirmed.

A carrier should receive a greater compensation in the aggregate for haul- ing a carload of large tonnage than one of less tonnage, but, other things being equal, as a general rule, the rate per 100 pounds should be less in the former than in the latter case.

A rate prescribed for complainants' shipments in mixed carloads of chair stuff, spring bed, and mattress material, all wooden, minimum weight 25,000 pounds, of not exceeding 20 cents per 100 pounds from Chicago to Omaha and not exceeding 15 cents per 100 pounds from Mississippi River points to Omaha, resulting in a through rate from Detroit to Omaha via Chicago of 30 cents per 100 pounds and via Mississippi River points not through Chicago of 31½ cents per 100 pounds.

Railroad Commission of Florida *v.* The Savannah, Florida and Western Rail- r Company *et al.*

A decision adverse to the defendants having been rendered in this proceed- ing, and an application for rehearing having been filed, said application was, after due hearing, denied.

am H. Harvey *v.* The Louisville and Nashville Railroad Company.

. The action of the defendant, in granting to members of the city council of New Orleans and the clerk of that body, on account of their official posi- tions, free transportation as passengers over all or some portion of its interstate lines, violates the act to regulate commerce and is unlawful. Case of Boston and Maine Railroad Company approved and followed.

Lincoln Creamery *v.* The Union Pacific Railway Company.

. On complaint of an unreasonable rate on butter in less than carloads from Lincoln, Kans., to Denver, Colo., it appeared that defendant's line between those points runs through a sparsely populated country, furnishing com- paratively little business to the carrier, and also that the rate is common to numerous towns of importance at an equal or greater distance from Denver, and is maintained by all the roads extending into that territory. *Held*, That the charge complained of is not shown to be unreasonable, nor does the evidence furnish sufficient reason for interfering with a rate established by a number of roads and common to many communities.

2. Comparison with rates in other localities where dissimilar conditions and modifying circumstances are found is not sufficient to establish the unreasonableness of the charges complained of. Where no discrimina- tion is alleged as between points of production tributary to the same mar- ket, or on account of disproportionate rates on different kinds of traffic similar in character and volume, it must affirmatively appear that the charges assailed are unreasonable and ought to be reduced.

Delaware State Grange of the Patrons of Husbandry *v.* The New York, Phila- lphia and Norfolk Railroad Company *et al.*

3. A decision adverse to the defendants having been rendered in this proceed- ing, and an application for rehearing having been filed, said application was, after due rehearing, denied.

Toledo Produce Exchange, The Cleveland Board of Trade *v.* The Lake Shore d Michigan Southern Railway Company, The Michigan Central Railroad Com- ny, The New York Central and Hudson River Railroad Company, and The ston and Albany Railroad Company.

Edward Kemble *v.* The Lake Shore and Michigan Southern Railway Comp The New York Central and Hudson River Railroad Company, and The B and Albany Railroad Company.

634. The Commission is a special tribunal whose duties, though largely adm trative, are sometimes semi-judicial, but it is not a court empower render judgments and enter decrees. The rule of estoppel by re which is at all times technical in character and applies to the reco courts and proceedings before Federal officials whose acts are final, i applicable to the complaint of Kemble, who had appeared before Commission in a representative capacity as member of a committ a complaining mercantile society in proceedings heretofore dism which involved questions similar to those presented in the case now u consideration and brought by him as an individual.

635. Defendants offered to waive objection to depositions taken without no on behalf of complainant, The Toledo Produce Exchange, if all the dence taken in certain proceedings which involved questions simil those herein should be treated and considered as evidence in this case, the offer was accepted, but complainant's agent afterwards sough rescind the agreement, although complainant had leave to put in whate additional evidence it desired. *Held*, That the case should be conside according to the original agreement.

636. On complaints of unreasonable and discriminating rates from Chicago other Western points to Boston, produced by the addition to rates fr the same points to New York of a so-called arbitrary or differential of cents on first-class articles, 6 cents on goods of the second class, an cents on other classes of freight, and which also involved the propriety combination rates through intermediate points, the divisions of throu rates between the carriers, and the relation of lighterage charges in N York Harbor to the rates in question. *Held*, That the question involv herein is the through rate as affected by the arbitrary differential, and di sions of the through rate accruing to the different roads need not be co sidered, nor are possible rate combinations properly comparable with t through rate, except for limited purposes. That it can make no diff ence to the shipper or the public how carriers adjust between themselv the expense of lighterage paid out of the through rate to New York. Th the arbitrary differentials now charged are unlawful and should her after be made by adding a percentage to the New York rate on shipment included in the six classes of freight from Chicago and points east there and west of Buffalo to Boston and other New England points, and that the defendants and other carriers interested be allowed twenty days t show cause by answer why order should not issue commanding them to desist from charging said arbitrary differentials and requiring said rate to Boston and New England points to be made by adding to the New York rate an increase of 10 per cent thereof, and if no such answers be filed that such order be issued forthwith.

George Rice *v.* The Cincinnati, Washington and Baltimore Railroad Company, The Cincinnati, Indianapolis, St. Louis and Chicago Railway Company, The Chicago, Rock Island and Pacific Railway Company, The Union Pacific Railway Company, The Central Pacific Railroad Company.

George Rice *v.* The Cincinnati, Washington and Baltimore Railroad Company, The Ohio and Mississippi Railway Company, The St. Louis and San Francisco Railway Company, The Atchison, Topeka and Santa Fe Railroad Company, The Atlantic and Pacific Railroad Company, The Southern Pacific Company.

George Rice *v.* The Louisville and Nashville Railroad Company.

637. The Commission possesses no authority to compel carriers subject to its jurisdiction to provide any particular kind of cars or other special equipment, but, in the absence of adequate equipment freely afforded to all patrons alike, carriers should so adjust rates between those who can and those who can not furnish their own conveyance that in the relative charges to each there shall be no discrimination against the dependent shipper.

638. Disadvantage to the shipper of one product can hardly be predicated upon charges for transporting another product differing essentially in character from the former and widely dissimilar in the demands which it supplies. In such cases the rates themselves are insufficient to convict the carrier of unlawful discrimination; but the amount actually charged on

one commodity may be of great importance in determining whether the charge on another commodity is reasonable or otherwise, especially when both have numerous points of resemblance in respect to the cost and hazard of transportation.

639. An allegation of unjust discrimination resulting from shipments of oil in tank cars owned by the shipper and low return rates on cotton-seed oil and turpentine in the same tanks, in connection with mileage paid for use of tank cars, can not be sustained without evidence showing mutuality of interest between the two classes of shippers or the payment of excessive car mileage.

640. Rulings based upon special facts and local conditions are not to be regarded as formulated precepts for general observance. A regulation which promotes fairness and relative equality where the carriage of oil is confined to tank and barrel shipments might be an unjust and oppressive requirement where four-fifths of the transportation is effected by another mode. The question in these cases of free carriage of barrels in petroleum shipments is not now decided.

641. In assuming for transportation purposes that a barrel of refined petroleum oil weighs 400 pounds and that a gallon of that commodity weighs 6.3 pounds when shipped in tanks, defendants use constructive or hypothetical weights so much out of proportion to actual weights that positive and measurable preference is constantly granted to the shipper by the tank method; and so far as that practice enables the tank shipper to secure the carriage of more pounds of freight for the same money than the shipper in barrels it subjects the latter to unlawful prejudice. When actual weights can not be ascertained without needless inconvenience, there is no serious objection to the use of estimated or constructive weights, provided the method of estimation works no inequality in its practical application to competing modes of conveyance.

642. The practice of allowing the tank shipper an arbitrary deduction of 42 gallons per tank car is wholly indefensible. Losses from leakage and evaporation are not less proportionally when the shipment is made in barrels, and no circumstance is discovered or reason advanced which justifies a concession of that nature to the shipper who furnishes his own conveyance, when no corresponding allowance is made to a rival shipper using the means of transportation provided by the carrier.

643. Charges of the Louisvile and Nashville Railroad for the transportation of petroleum to several points on its lines are not only apparently unreasonable in themselves, but the existing disparity in rates to neighboring localities creates presumption of extortion in exacting the higher charges; moreover, as between tank and barrel shipments of petroleum, this adjustment of rates operates to the general advantage of the former mode of conveyance. Water competition to various points on its lines may furnish justification for rates to intermediate inland points somewhat higher than the railroad must accept to participate in business to the more remote locality favored with water carriage, but when charges for the shorter distance on these lines are three times those for the longer, the disparity is absurd and inexcusable. The lower figure must be unremunerative or the higher must be extortionate. This defendant ordered to revise and correct its charges on petroleum to many interior and local points on its lines, and make such reductions and modifications therein as will remove the gross disproportions and inequalities now found to exist.

644. The case against the Louisville and Nashville Railroad Company is retained for further evidence and argument on the question whether water competition at various points justifies a departure from the general requirement of the fourth section, and for such further investigation of its charges to intermediate and noncompetitive points, and direction in relation thereto, as may appear to be required. The cases against the other defendants are reopened for further evidence and argument in regard to the reasonableness of rates on petroleum products to the Pacific coast from points east of the ninety-seventh meridian. All the cases are held open for additional evidence and argument on the question of the free carriage of barrels in the transportation of petroleum oil; also for suchfurther direction to the carriers as may appear necessary in regard to the extent that weights now assumed should be made relatively more favorable to the shipper in barrels. Amendment of pleadings allowed upon the application of any party and on such notice as the Commission may direct.

E. M. Raworth *v.* The Northern Pacific Railroad Company, The Oregon Railw and Navigation Company, The St. Paul, Minneapolis and Manitoba Railw Company, The Union Pacific Railway Company and the Southern Pacific Co pany.

645. Carriers alleging justification of a departure from the "long and sh haul" rule of the statute must in their answers to complaints clear advise complainants of the facts and circumstances relied on as cons tuting such justification.

646. There is no competition by rail over the Canadian Pacific Railway or b water around Cape Horn that justifies a departure from the "long an short haul" rule of the statute in the transportation of refined sugar fro San Francisco to Fargo and through Fargo to St. Paul.

647. The "long and short haul rule" of the statute was intended to manitai and promote, and not to destroy or neutralize, natural commercia advantages resulting from location, and competition at St. Paul with sug from the East refined in New York, although necessitating the prevailin low rates to St. Paul on sugar from the West refined at San Francisco does not justify the greater charge on the latter to Fargo than to St. Paul.

648. Section 2 of the "act to regulate commerce," forbidding unjust discrimination, applies even in cases where a departure from the "long and short haul rule" of the statute is shown to be authorized, and the right, if established, of making the greater charge for the shorter haul, does not justify a disparity in rates so great as to result in unjust discrimination.

649. The facts, that the rates to the longer distance point can not be raised without a loss of the traffic involved, and that the rates to both the long distance point and the short distance point are not unreasonable in themselves, do not justify a disparity in such rates resulting in unjust discrimination as against the shorter distance point.

650. The Northern Pacific Railroad Company is not exempt under its charter from the authority to regulate rates conferred on the Commission by the act to regulate commerce.

The Anthony Salt Company *v.* The Missouri Pacific Railway Company.

The Anthony Salt Company *v.* The St. Louis and San Francisco Railway Company.

Samuel Matthews *v.* The Union Pacific Railway Company, The Missouri Pacific Railway Company.

Samuel Matthews *v.* The Atchison, Topeka and Santa Fé Railroad Company, The Chicago, Santa Fé and California Railway Company, The Gulf, Colorado and Santa Fé Railway Company.

Edward E. Barton *v.* The Chicago, Rock Island and Pacific Railway Company.

651. The continued reduction of relative rates when brought about by the removal of artificial and unnatural differences is not undesirable, but where the difference results from dissimilar circumstances and conditions, and the true difficulty appears to be a real and natural advantage which the one region has and enjoys over the other, such continuing disturbances of rates ought not to be inaugurated, especially when the charges are commodity rates not shown to be unreasonable in themselves.

652. Salt requires and gets a commodity rate lower than class rates, and the roads should only be limited as to such lower rating by the rule that a commodity shall not be carried at such unremunerative rates as will impose burdens upon other articles transported to recoup loss incurred in carrying that commodity.

653. On complaints of relatively unreasonable and discriminating rates on salt from Kansas fields to various points as compared with rates to the same points from the salt fields of Michigan: *Held*, That any advantages which inure to Michigan salt manufacturers from rates to points in Iowa, Illinois, Missouri, and Nebraska are advantages arising from natural situation, and that the low rate to Missouri River points is influenced by conditions which are beyond the defendant's control and existed before Kansas salt was discovered: *Held further*, That rates on salt to points south and southwest of Hutchinson, Kans., and St. Louis, Mo., do constitute undue preference in favor of Michigan as against Kansas salt, and that they should be readjusted by the Santa Fé company so that, while observing the law as to the long and short haul, the advantages of distance belonging to Kansas salt fields shall be given to them in any territory supplied by its lines which lies as near or nearer to Hutchinson than *St. Louis.*

The Eau Claire Board of Trade *v.* The Chicago, Milwaukee and St. Paul Railway Company, Chicago and Alton Railroad Company, Atchison, Topeka and Santa Fe Railroad Company, Chicago, Rock Island and Pacific Railway Company, Chicago, Burlington and Quincy Railroad Company, Chicago and Northwestern Railway Company, Chicago, St. Paul and Kansas City Railway Company, Missouri Pacific Railway Company, Great Northern Railway Company, Wabash Railroad Company, Chicago, St. Paul, Minneapolis and Omaha Railway Company, defendants, and The Musser Lumber Company and others, intervenors.

654. The doctrine that transportation charges should be proportioned to the distances between different points, where those distances are greatly dissimilar, has never been advocated by the railroads or recommended by the Commission. While distance is an ever-present element in the problem of rates, and not unfrequently a controlling consideration, the general practice of rate making is opposed to the principle of exact proportion, and there is no opportunity for its application under present conditions. Where all the distances brought into comparison are considerable, and the differences between them relatively small, there should be substantial similarity in the respective rates, unless other modifying circumstances justify disparity.

655. That rates should be fixed in inverse proportion to the natural advantages of competing towns with the view of equalizing "commercial conditions," as they are sometimes described, is a proposition unsupported by law, and quite at variance with every consideration of justice. Each community is entitled to the benefits arising from its location and natural conditions, and the exaction of charges unreasonable in themselves or relatively unjust, by which those benefits are neutralized or impaired, contravenes alike the provisions and the policy of the statute.

656. On complaint of a relatively unreasonable rate on lumber from Eau Claire to various points on the Missouri River as compared with rates to the same points from La Crosse, Winona, and various other lumber shipping points: *Held*, That the case must mainly be determined by comparing the rate in question with the rates from neighboring towns, similar in size, situation, and volume of competing traffic, and at approximately the same distance from common markets; that the rate complained of subjects Eau Claire to undue prejudice and disadvantage, and is unlawful; and that such rate should not exceed the rate from La Crosse and Winona by more than 2 cents per hundred pounds when, as at the time complaint was filed, the rates from those points is not over 11 cents per hundred, nor more than 2½ cents per hundred pounds above the present rate of 16 cents per hundred from La Crosse and Winona.

657. A railroad can not be said to discriminate against a town which it does not reach and in whose carrying trade it does not participate; therefore, no case is made out against the carriers which were made parties at the request of the original defendant, because none of them have lines extending to Eau Claire. Preference, prejudice, and other like terms imply comparison, and the basis of comparison is wanting unless the rates compared are made by the same carrier. But these parties having defended and endeavored to justify the differential found excessive, while not technically subject to an order for its correction, have no more right to render it ineffectual than to openly disregard a direction clearly within the scope of the Commission's authority. The intervening defendant, the Omaha road, though serving the complaining town, need not, for reasons stated, be included in the order directing the reduced rate, but the case will be held open as against that company for such direction as may hereafter be required.

L. N. Tramwell, Allen Fort and Virgil Powers, constituting and composing the Railroad Commission of Georgia, *v.* The Clyde Steamship Company, The South Carolina Railway Company, The Georgia Railroad and Banking Company, The Louisville and Nashville Railroad Company, and the Central Railroad and Banking Company of Georgia, lessees of the Georgia Railroad, The Richmond and Danville Railroad Company, and The Georgia Pacific Railway Company, lessees of the Central Railroad of Georgia.

Same *v.* The Ocean Steamship Company, The Central Railroad and Banking Company of Georgia, The Georgia Pacific Railway Company and The Richmond and Danville Railroad Company, lessees of the Central Railroad of Georgia.

Same *v.* The Cincinnati, New Orleans and Texas Pacific Railway Company, lessee of The Cincinnati Southern Railway. The Cincinnati Southern Railway Com-

pany, The East Tennessee, Virginia and Georgia Railway Company, The Central Railroad and Banking Company of Georgia, The Georgia Pacific Railway Company, and the Richmond and Danville Railroad Company, lessees of the Central Railroad of Georgia.

Same *v.* The Western and Atlantic Railroad Company, The Louisville and Nashville Railroad Company, The Nashville, Chattanooga and St. Louis Railway Company, The Cincinnati, New Orleans and Texas Pacific Railway Company, lessee of the Cincinnati Southern Railway, and The Cincinnati Southern Railway Company.

Same *v.* The South Carolina Railway Company, The Georgia Railroad and Banking Company, The Louisville and Nashville Railroad Company, and The Central Railroad and Banking Company of Georgia, lessees of the Georgia Railroad, The Richmond and Danville Railroad Company, and The Georgia Pacific Railway Company, lessees of the Centrail Railroad of Georgia, The Atlanta and West Point Railroad Company, and The Western Railway Company of Alabama.

Same *v.* The Louisville and Nashville Railroad Company, The Nashville, Chattanooga and St. Louis Railway Company, individually and as lessee of the Western and Atlantic Railroad, The Cincinnati, New Orleans and Texas Pacific Railway Company, lessee of the Cincinnati Southern Railway, The Cincinnati Southern Railway Company, The East Tennessee, Virginia and Georgia Railway Company, The Atlanta and West Point Railroad Company, and the Western Railway Company of Alabama.

Same *v.* The Clyde Steamship Company, the South Carolina Railway Company, The Georgia Railroad and Banking Company, The Louisville and Nashville Railroad Company, and The Central Railroad and Banking Company of Georgia, lessees of the Georgia Railroad, The Richmond and Danville Railroad Company, and The Georgia Pacific Railroad Company, lessees of the Central Railroad of Georgia, The Atlanta and West Point Railroad Company, and The Western Railway Company of Alabama.

658. The fact of a receivership for a defendant carrier subsequent to complaint should not interfere with the progress of a proceeding brought merely for the purpose of railway regulation.

659. The phrase "common control, management, or arrangement for continuous carriage or shipment," in the first section of the act to regulate commerce, was intended to cover all interstate traffic carried through over all-rail or part water and part rail lines. The receipt, successively, by two or more carriers for transportation of traffic, shipped under through bills for continuous carriage over their lines, is assent to a common arrangement for such continuous carriage or shipment, and previous formal arrangement between them is not necessary to bring such transportation under the terms of the law.

660. The total rate for through carriage over two or more lines, whether made by the addition of established locals, or of through and local rates, or upon a less proportionate basis, is the through rate that is subject to scrutiny by the regulating authority; how the rate is made is only material as bearing upon the legality of the aggregate charge, and how any reduction may be accomplished is matter for the carriers to determine among themselves.

661. The second, third, and fourth sections of the act to regulate commerce compared with provisions in English statutes. English decisions examined, and the frequent citation of such decisions to influence cases brought under great dissimilar statutory provisions in this country, without regard to differences in facts, time, extent of country and methods of trade and transportation, considered and criticised.

662. The fourth section of the act to regulate commerce construed, and the principles laid down *In re* Petitions of Louisville and Nashville R. Co., 1 Inters. Com. Rep., 278, 1 I. C. C. Rep., 31, reaffirmed, except the ruling therein whereby carriers were permitted to judge for themselves in the first instance of what constitutes "rare and peculiar cases of competition between railroads which are subject to the statute, when a strict application of the general rule of the statute would be destructive of legitimate competition," which is hereby overruled.

663. The competition of carriers subject to the act to regulate commerce does not create circumstances and conditions which the carriers can take into account in determining for themselves in the first instance whether they are justified under the fourth section in charging more for shorter than for longer distances over their lines.

664. The competition of markets on different lines for the sale of commodities at a given point served by both lines does not create circumstances and conditions which the carriers can take into account in determining for themselves in the first instance whether they are justified under the fourth section in charging more for shorter than for longer distances over their lines. To determine the force and effect of such competition involves consideration of commercial questions peculiar to the business of shippers, such as advantage of business location, comparative economy of production, comparative quality and market value of commodities, all of which are entirely disconnected from circumstances and conditions under which transportation is conducted. Carriers can not create abnormal situations by making rates which equalize advantages and disadvantages of localities and thereupon claim justification for greater charges on shorter hauls on the ground that the lesser long-haul charges which accomplish such equalization are necessary to secure increase in traffic over their lines.

665. The carrier has the right to judge in the first instance whether it is justified in making the greater charge for the shorter distance under the fourth section in all cases where the circumstances and conditions arise wholly upon its own line or through competition for the same traffic with carriers not subject to regulations under the act to regulate commerce. In other cases under the fourth section the circumstances and conditions are not presumptively dissimilar and carriers must not charge less for the longer distance except upon the order of this Commission.

666. When a carrier on complaint under the fourth section avers substantial dissimilarity in circumstances and conditions as justifying its greater charge for shorter hauls, it is concluded by its pleading and must affirmatively show that the circumstances and conditions of which it is entitled to judge in the first instance are in fact substantially dissimilar; but upon an application for relief under the fourth section proviso the carrier is not limited by such a rule of evidence, and may present to the Commission every material reason for an order in its favor. There seems to be no limitation upon the power of the Commission to grant relief under that proviso when, after investigation, the Commission is satisfied that the interests of commerce and common fairness to the carriers require that an exception should be made.

667. Complaints in cases No. 324 and No. 325 dismissed. In cases Nos. 314, 315, 316, 317, and 326, defendants ordered to cease and desist from charging more to shorter than to longer distance points mentioned in the complaints, or file applications for relief under the proviso clause of the fourth section and show cause thereon, within a time specified.

The Independent Refiners' Association of Titusville, Pa., and the Independent Refiners' Association of Oil City, Pa., *v.* The Western New York and Pennsylvania Railroad Company, The New York, Lake Erie and Western Railroad Company. The Delaware and Hudson Canal Company, The Fitchburg Railroad Company, and the Boston and Maine Railroad Company.

Same *v.* The Western New York and Pennsylvania Railroad Company, The New York, Lake Erie and Western Railroad Company, and The Lehigh Valley Railroad Company.

Same *v.* The Pennsylvania Railroad Company and The Western New York and Pennsylvania Railroad Company.

668. It is the duty of the carrier to equip its road with the means of transportation, and, in the absence of exceptional conditions, those means must be open impartially to all shippers of like traffic.

669. Ownership of a car rented to a carrier and for the use of which the carrier pays a full consideration does not of itself entitle the owner to the exclusive use of such car, and, *if* the owner may in the contract of hire to the carrier stipulate for the exclusive use of the car, it must be upon such terms as shall not constitute an unjust discrimination against shippers of like traffic in cars owned by the carrier and who are excluded from the use of the car so hired.

670. Where oil is transported by the carrier both in barrels and tank cars and the use of the tank cars is not open to shippers impartially, but is practically limited to one class of shippers, the charge for the barrel package in barrel shipments in the absence of a corresponding charge on tank shipments, resulting in a greater cost of transportation to the shipper in barrels on like quantities of oil between like points of shipment and destination than to the tank shipper, is a discrimination against the former in favor *of the latter, for which no legal* justification has been shown in *these cases.*

671. The oil rates from Oil City and Titusville, Pa., to New York and New Yo Harbor points and Boston and Boston points, exclusive of the charge fo the barrel package in barrel shipments, are not shown to be either unre sonable in themselves or relatively unreasonable as between these point
672. An agreement for the pooling of traffic between a carrier by rail subject t the act to regulate commerce and a carrier by pipe line does not fall withi the description of contracts prohibited by section 5 of that act.

In the matter of Alleged Unlawful Charges for the Transportation of Coal by th Louisville and Nashville Railroad Company.

673. Upon investigation had in a proceeding instituted by the Commission on it own motion, it appeared that the respondent had in force over its line t Nashville a special rate on coal when used for manufacturing purpose by persons named upon the manufacturers' lists prepared by the railroad company. These lists were furnished to dealers who, on selling coal t such manufacturers, issued certificates which entitled them to obtain a refund from the railroad company amounting to the difference betwee the regular and special rates. Pending investigation, the respondent di continued the "manufacturers' rate," and put in force a new coal tariff t Nashville whereby coal, "run of mines, nut, and slack," is given a rat of $1 per ton the year round, and "screened" coal a rate of $1.15 per ton April to September, and for the remainder of the year a rate of $1.40 per ton. The rate from the same mines to Memphis, a point affected by water competition for coal traffic, is $1.40 per ton on all coal the year round, and respondent buys coal at the mines and sells it in the Memphis market. *Held*,
674. That the practice abandoned by the respondent common carrier of arbitrarily determining what persons should receive the so-called "manufacturers' rate" was a clear violation of the act to regulate commerce.
675. That the rate of $1 per ton charged by respondent upon coal, "run of mines, nut, and slack," is not unreasonably low, nor disproportionate to the rate of $1.40 per ton to Memphis; neither, in view of circumstances affecting coal traffic at Memphis, is a rate of $1.15 on screened coal to Nashville relatively unreasonable as compared with the Memphis rate; but so long as the Memphis rate does not exceed $1.40, rates on said kinds of coal from the mines to Nashville should not, during any portion of the year, exceed $1 or $1.15, respectively, and any reduction in the Memphis rate should be accompanied by proportionate reductions in rates on said different kinds of coal to Nashville.

The Merchants' Union of Spokane Falls *v.* The Northern Pacific Railroad Company and The Union Pacific Railway Company.

676. Transportation by rail from eastern points to the "Pacific Coast terminals," Portland, Tacoma, and Seattle, is affected by the competition, of controlling force and in respect to traffic important in amount, of water carriers reaching the same terminals, but such competition does not affect like transportation from said points to the city of Spokane, Wash. *Held, therefore*, That defendants are justified, by reason of such dissimilarity in circumstances and conditions, in maintaining higher rates on shipments of like property from said points for the shorter distance to Spokane than for the longer distance to said Pacific terminals. The competitive position and attitude of the Canadian Pacific Railway, a foreign carrier, considered in connection with existing water competition, but the separate effect of competition by the Canadian route not found or determined.
677. Class rates in effect upon the defendant lines and the lower commodity rates to their Pacific terminals examined and discussed. *Held*, That the only justification for a through rate less than an intermediate rate on the same article is the compulsion of rail carriers to accept the reduced compensation or suffer ocean rivals to perform the service, and where the pressure of this alternative is not felt there is no ground upon which the lower through charge can be excused. No article should be carried to terminal points on commodity rates which, if the class rates were imposed, would still seek rail rather than water transportation, and any violation of this rule is unjust discrimination against the intermediate town compelled to pay the higher class rate on the same article.
678. In the matter of car-load and mixed car-load rates, minimum weight of shipments entitled to car-load rates, and in all other respects, defendants

are required to provide for and allow the same privileges, facilities, and advantages on shipments to Spokane as are provided or allowed on like shipments to Portland or other Pacific Coast terminals.

679. "Blanket" class rates applying upon the Northern Pacific road for a distance of over 580 miles found relatively unreasonable: *Also held*, That rates to Spokane, the principal distributing center to which such blanket rates apply, are unreasonable in themselves. Defendants ordered to cease and desist from charging rates on property from Eastern points to Spokane, which materially exceed 82 per cent of class rates now in effect both to Spokane and Pacific coast terminals. Provision made for reopening the case if necessary, and bringing in other carriers who may be affected by the order.

680. The Northern Pacific Railroad Company, notwithstanding certain provisions in its charter, is subject, like all other interstate carriers, to the authority conferred by Congress in the act to regulate commerce. Citing and affirming Raworth *v.* Northern Pac. R. R. Co., 3 Inters. Com. Rep., 857; 5 I. C. C. Rep., 257.

The Potter Manufacturing Company *v.* The Chicago and Grand Trunk Railway Company, The Atchison, Topeka and Santa Fé Railroad Company, and The Southern Pacific Company.

681. Continuance of a system of unjust rates can not be required or excused on the ground that parties have made investments and entered into the business affected thereby on the faith of assurances from carriers of their maintenance, although a change might work injury to the parties whom such rates had unduly favored.

682. An advantage, resulting from just rates, coupled with the enterprise and outlay necessary to utilize them, is legitimate, and carriers should not undertake to deprive a shipper of this advantage by a change of such rates.

683. A rate on a particular class of goods, which is unreasonable or discriminatory in itself, is not justifiable on the ground that the same rate is given another (and in this case a competitive) class of goods, and as applied to the latter is liberal and advantageous.

684. The question as to correct weights and shipments, as between carrier and shipper, is one of fact to be determined in a manner just to both parties, and as to which the *ex parte* action of either can not conclude the other.

685. Taking into consideration the difference in value of the unfinished and finished cheap bedroom sets involved in this case, and the greater tonnage per car load which can be hauled of the former, and having in view the interests of both carrier and shipper, it is held that the rate on unfinished cheap bedroom sets, as shipped by complainant from Lansing, Mich., to Oakland, Cal., should not exceed 85 per cent of whatever rate may be adopted for such sets in a finished condition.

P. H. Loud, jr., *v.* The South Carolina Railway Company, The Blackville, Alston and Newberry Railroad Company, The Charlotte, Columbia and Augusta Railroad Company, The Carolina, Cumberland Gap and Chicago Railway Company, The Virginia Midland Railway Company, The Barnwell Railroad Company, The Richmond and Danville Railroad Company, The Port Royal and Western Carolina Railway Company, The Pennsylvania Railroad Company, and the North Carolina Railroad Company.

686. The question whether property of a carrier in the hands of a receiver appointed after the matters complained of before this Commission are alleged to have occurred is subject to an order of reparation issued by this Commission, is one to be presented to and disposed of by the courts on proceedings therein for the enforcement of such order.

687. Rates should bear a fair and reasonable relation to the antecedent cost of the traffic as delivered to the carrier and to the commercial value of such traffic (*Delaware State Grange of Patrons of Husbandry* v. *New York P. and N. R. Co.*, 3 Inters. Com. Rep., 561; 4 I. C. C. Rep., 605), but it is incumbent on parties invoking this rule to make satisfactory and reliable proof as to such antecedent cost and commercial value.

688. In passing upon the reasonableness of rates, the question whether they afford the carrier a proper return for the service rendered is to be considered as well as the result of the business to the shipper or producer of the traffic.

689. Where a special service *is required of the carrier*, such as rapid transit and *speedy delivery in cases of perishable freight*, a higher rate than for the

carriage of ordinary freight is warranted, and, if a carrier charging a ra based on such special service, fails to render it, to the damage of the shi per, and without legal excuse, the remedy of the latter would seem to b by a proper proceeding in a court of law.

690. A reduction in rates by a carrier is not *per se* evidence that the former rat were unreasonable, as such reduction may, as in the present case, b accounted for because of a decrease in cost of transportation and an in crease in the volume of the traffic to which such rates apply.

691. The rates on melons complained of in this case having been materiall reduced by the defendant carriers since the commencement of this pro ceeding and there being no satisfactory evidence that the rates so reduce are unreasonable or excessive, the complaint is dismissed.

The Board of Trade of Chattanooga *v.* The East Tennessee, Virginia and Georgi Railway Company, The Norfolk and Western Railroad Company, the Old Do minion Steamship Company, The Western and Atlantic Railroad Company, The Central Railroad and Banking Company of Georgia, the Georgia Railroa Company, The Ocean Steamship Company of Savannah, The South Carolin Railway Company, the Clyde Steamship Company, The Cincinnati, New Or leans and Texas Pacific Railway Company, the Baltimore and Ohio Railroa Company, The Central Railroad Company of New Jersey, The Nashville, Chat tanooga and St. Louis Railway Company, The Pennsylvania Railroad Com pany, The Pennsylvania Company, The New York, Lake Erie and Weste Railroad Company, The New York and New England Railroad Company, an The Delaware and Hudson Canal Campany.

692. Upon complaint alleging that rates on traffic from New York and other Atlantic seaboard points to Chattanooga are unreasonable and greater for the shorter distance to Chattanooga than for the longer distance over the same line in the same direction to Memphis and Nashville. *Held*, That defendants are justified by the existence of water competition of controlling force in charging less on such traffic for the longer distance to Memphis, but that no such competition exists for such traffic to Nashville, and any greater charge for the transportation of like kind of property from said seaboard points for the shorter distance to Chattanooga than for the longer distance through Chattanooga to Nashville is in violation of the fourth section of the act to regulate commerce. Defendants ordered to cease and desist from making such greater charge to Chattanooga, with leave to file application for relief under the proviso clause of the fourth section within a specified time. Ga. R. R. Com. *v.* Clyde S. S. Co. *et al.*, 4 Inters. Com. Rep., 120; 5 I. C. C. Rep., 324, cited and affirmed.

693. One transportation line can not be said to meet the competition of another transportation line for the carrying trade of any particular locality, unless the latter line could and would perform the service alone if the former did not undertake it.

694. When great disparity exists between charges which are lower to competitive than to intermediate points much less remote, the inference is irresistible that the lower rate must be unremunerative upon any theory, or else the larger rate gives an unwarranted return for the service rendered.

The Chamber of Commerce of Minneapolis, Minnesota, *v.* The Great Northern Railway Company, The Chicago, Milwaukee and St. Paul Railway Company, The Northern Pacific Railroad Company, The Chicago and Northwestern Railway Company, The Chicago, St. Paul, Minneapolis and Omaha Railway Company, The Minneapolis, St. Paul and Sault Ste. Marie Railway Company, The St. Paul and Duluth Railroad Company individually and as lessee of the Duluth Short Line Railway, The Eastern Railway Company of Minnesota, defendants, and the Chamber of Commerce of Milwaukee, The Interior Wisconsin Millers' Association, The Eastern Minnesota Millers' Association, The Southern Minnesota Millers' Association, The Board of Trade of Duluth, Minnesota, The Jobbers' Union of Duluth, Minnesota, The Chamber of Commerce of Duluth, Minnesota, intervenors.

695. When a local rate from a given point is alleged unreasonable, but it appears from the record that such local rate is also a proportion of through rates from that point, and as such is the real subject of controversy, the complaint should be directed against the aggregate through rate, not the share received by any initial carrier, and all the carriers composing the through line are necessary parties.

696. A town favorably situated with respect to one through route, but competing in a common market with another town more favorably located on another through route, should not have a reduction of the local rate over roads connecting the two through routes for the purpose of overcoming the natural advantage which the latter competing town enjoys.

697. A milling town possessing great natural, acquired, and improved advantages for the carrying on of that industry, and favorably situate in point of distance to a large grain-producing region, is entitled to the benefits arising from its location, and carriers of grain to that point and to a competing town considerably more remote from points of production, and in other particulars less advantageously located, are not justified in making rates on grain to the competing towns which destroy the advantage the former is entitled to enjoy.

698. Rates on wheat from points in North and South Dakota to Minneapolis as compared with the rates charged over considerably greater distances from the same points to Duluth and adjacent Lake Superior ports subject Minneapolis millers to undue and unreasonable prejudice and disadvantage. Defendants ordered to adjust their rates on wheat from said points to Minneapolis and Duluth upon the basis of distance over nearest practicable routes.

John W. S. Brady and George T. Parkhurst, partners, trading under the firm name of J. Parkhurst & Co., *v.* The Pennsylvania Railroad Company, The Pennsylvania Company, The Pittsburg, Cincinnati and St. Louis Railway Company; and John Henry Nicolai, trading as "Eagle Oil Works," *v.* The Pennsylvania Railroad Company, The Pennsylvania Company, and the Pittsburg, Cincinnati and St. Louis Railway Company.

A decision adverse to the defendants having been rendered in this proceeding and an application for rehearing having been filed, said application was, after due hearing, denied.

The Gerke Brewing Company *v.* The Louisville and Nashville Railroad Company; The Kentucky Central Railway Company; The Norfolk and Western Railroad Company.

699. The rule expressed by the fourth section that distance shall ordinarily limit the adjustment of rates is not rendered inoperative by the existence at one point of converging lines subject to the act, for the law applies to each of these lines, and neither can put in rates to that point which are lower than shorter distance charges on its line until, upon a showing of special considerations grounded in justice to its patrons and itself, it obtains permission from the regulating authority so to do. This principle applies both to lines between the same points and to lines reaching the same destination from different points of consignment.

700. Competition with carriers not subject to the statute is based upon natural causes and plain conditions, but the legitimate force of competition with carriers subject to the act depends upon compliance with the law by each of the competitors, and the special circumstances and primarily indefinite conditions in each particular case. Georgia Railroad Com. *v.* Clyde S. S. Co., 4 Inter. Com. Rep., 120.; 5 I. C. C. Rep., 324, cited and affirmed.

701. When rates from any cause are made greater for shorter than for longer distances the difference between such rates must in no instance be unreasonable.

James & Abbott *v.* The Canadian Pacific Railway Company; the Maine Central Railroad Company; The Boston and Maine Railroad Company.

702. The statute provides that "no complaint shall at any time be dismissed because of the absence of direct damage to the complainant," and defendants are therefore not entitled to a dismissal of the complaint on the ground that the petitioners, being merely commission merchants, can sustain no direct or material damage under the rates in question.

703. When water competition is alleged to justify rates in any case under the statute the carrier must affirmatively show by proof which does more than create a presumption and which clearly establishes that such competition is a controlling factor in the transportation of traffic important in amount from the point in question.

704. Manufacturing industries should not be deprived, through a carrier's adjustment of relative rates, of advantages resulting from their favorable location in respect of cost of *raw material* supplied from a common *source, or of distance to the common market* for the finished product.

705. A departure from equal mileage rates on different branches or division a road is not conclusive that the rates are unlawful, but the burden is the company making such departure to show its rates to be reasona when disputed. Citing Logan *v.* C. & N. W. R. Co., 2 Inters. Com. R 431; 2 I. C. C. Rep., 604.

706. When the reasonableness or relative reasonableness of charges is challeng every material consideration which enters into the making of su charges, including the apportionment thereof to connecting roads in through line, is pertinent to the inquiry.

707. The "drive" of shingle logs down rivers which flow past the place of in Maine to a seaport in Canada where shingle mills are located, and fr which the product may go by sea to market ports, affects shingle tra from competing mills located along these rivers at a place in Canada a a place in Maine, but operates with less force at the latter point. T rail rate from the Canadian mill to market being fixed with espec reference to the effect of the log drive to and water competition f shingle traffic from the seaport, the rate from the Maine mill should made upon the same basis.

708. Defendants ordered to restore the relation of rates on shingles to Bosto which they established after the filing of complaint herein, but soon aft discontinued, to wit, a rate from Fort Fairfield in Maine of not exceedin 6½ cents above the rate in force from Fredericton, in Canada. Complain ant's claim for reparation denied.

Charles H. Brownell *v.* Columbus and Cincinnati Midland Railroad Company.

W. R. Schrievers and 52 others, claiming to be large dealers in eggs.

Jacob Guagi and 295 others, claiming to be small dealers in eggs.

Clark A. Post and 421 others, claiming to be farmers and, among other things, producers of eggs and selling eggs to local dealers in small quantities, intervenors as complainants.

The Pittsburg, Cincinnati and St. Louis Railway Company, the Cleveland, Cincinnati, Chicago and St. Louis Railroad Company, the Baltimore and Ohio Railroad Company, intervenors as respondents.

709. Unreasonable or unjust classification of a commodity is not shown by evidence of lower classification for articles widely dissimilar in the elements of risk, weight, bulk, value, or general character. The proper method of comparison is the classification accorded by the carriers to analogous articles.

710. When an article moves in sufficient volume and the demands of commerce will be better served, it is reasonable to give a lower classification for car loads than that which is applied to less than car-load quantities, but the difference in such classification should not be so wide as to be destructive to competition between large and small dealers. Thurber *v.* New York Cent. and H. R. R. Co., 2 Inters. Com. Rep., 742; 3 I. C. C. Rep., 473, cited and reaffirmed. The justice of the claim for a lower rating on car-load lots can only be determined upon the facts in each case.

711. When on complaint of a car-load shipper unjust discrimination is alleged to result from equal rates on car-load and less than car-load quantities of the same commodity, the burden of proof is upon the complainant.

712. Upon complaint alleging unjust discrimination against carl-oad shippers of eggs in favor of shippers in less than car loads, it appeared that under the "official classification" eggs take second-class rates for car-load or less quantities; that the commodity is carried in refrigerator cars; that for car-load shipments ice to the amount of 6,000 pounds is furnished by the carrier without extra charge; that less than car-load shipments are taken from local stations in "pick-up" cars to distributing points and forwarded in car loads to New York and other large markets; that notwithstanding the special facilities afforded to small shipments by the carriers, the large dealers control 83 per cent of the traffic. *Held*, upon all the facts in the case, that no unjust discrimination results to the car-load shipper from the equal rating of car loads and less than car-load lots and the special service rendered in gathering and forwarding small shipments, and the complaint should therefore be dismissed.

713. Power of concentrated business interests to force concessions in transportation rates which operate to the disadvantage of the general public discussed.

George Rice *v.* The St. Louis Southwestern Railway Company and the St. Louis Southwestern Railway Company of Texas.

George Rice *v.* The Baltimore and Ohio Southwestern Railroad Company and the Columbus, Hocking Valley and Toledo Railway Company.

714. Some of the grievances alleged in the complaint were subsequently removed by defendants as a result of the Commission's order in other cases. The other charges were denied by the defendants in their verified answers, and that denial was fortified by the positive testimony of witnesses. The petitioner did not appear at the hearing, though duly notified thereof, and offered no proof in support of the information and belief upon which his allegations were made. *Held*, that as to these charges the complaint must be dismissed.

The Tecumseh Celery Company *v.* The Cincinnati, Jackson and Mackinaw Railway Company and the Wabash Railroad Company.

715. When a carrier fails to answer a complaint filed under section 13 of the act to regulate commerce the Commission will take such proof of the facts as may be deemed proper and reasonable and make such order thereon as the circumstances of the case appear to require.

716. For that portion of its line over which the Western classification is in force the Wabash road should class celery with cauliflower, asparagus, lettuce, green peas, string beans, oyster plant, egg plant, and other vegetables enumerated in Class C of that classification, rather than with berries, peaches, grapes, and other fruits specified in Class III thereof, and the defendants should transport celery from Tecumseh to Kansas City at no higher rate per car load than they charge for carrying a car-load quantity of any of said other vegetables named in Class C aforesaid; and mixed car loads of celery and cauliflower or other vegetables specified in said Class C of the Western classification should be transported by defendants from Tecumseh to Kansas City at no higher rate per car load than they charge for carrying a car-load quantity of either of said vegetable articles embraced in that class.

The Board of Trade of Troy, Alabama, *v.* The Alabama Midland Railway Company, The Central Railroad and Banking Company of Georgia and H. M. Comer and others, the receivers thereof, The Savannah, Florida and Western Railway Company, The Kansas City, Fort Scott and Gulf Railroad Company, The Kansas City, Memphis and Birmingham Railroad Company, The Louisville and Nashville Railroad Company, The Mobile and Ohio Railroad Company, The East Tennessee, Virginia and Georgia Railway Company, The Western Railway of Alabama, The Missouri Pacific Railway Company, The Wabash Railroad Company, The Sioux City and Pacific Railroad Company, The Cincinnati, New Orleans and Texas Pacific Railway Company, The Illinois Central Railroad Company, The Evansville and Terre Haute Railroad Company, The Jeffersonville, Madison and Indianapolis Railroad Company, The Louisville, New Albany and Chicago Railway Company, The Clyde Steamship Company, The Ocean Steamship Company of Savannah, The Providence and Stonington Steamship Company, The New York and Texas Steamship Company, The Metropolitan Steamship Company, The Citizens' Steamboat Company, The Hartford and New York Transportation Company, The Grand Trunk Railway Company of Canada, The New Haven Steamboat Company, The People's Line Steamers, The Maine Steamship Company, The New York Central and Hudson River Railroad Company, The Central Vermont Railroad Company, The Bridgeport Steamboat Company, The Norwich and New York Transportation Company, The Canadian Pacific Railway Company, The Minneapolis, St. Paul and Sault Ste. Marie Railway Company, The Housatonic Railroad Company, The Central Railroad Company of New Jersey, The Boston and Albany Railroad Company, The Boston and Maine Railroad Company, The New York and New England Railroad Company, The Old Colony Railroad Company, The Fitchburg Railroad Company, The Maine Central Railroad Company, The Connecticut River Railroad Company, The Pennsylvania Railroad Company, The Philadelphia and Reading Railroad Company, The Baltimore and Ohio Railroad Company, The Providence and Springfield Railroad Company, The Cheshire Railroad Company, The Concord and Montreal Railroad Company.

717. The fact that the property and affairs of a carrier have been placed by a United States court in the hands of a receiver does not affect the jurisdiction of this Commission under a complaint charging such carrier with violations of the act to regulate commerce.

718. The continuity of the carriage of freight over a line formed by two or more roads is not broken in fact and can not be broken in law by the charge of a local *rate by one (or more) of such roads as its* proportion of the through *rate.*

719. The successive receipt and forwarding in ordinary course of business by or more carriers of interstate traffic shipped under through bills for tinuous carriage over their lines is assent to a "common arrangem for such carriage within the meaning of the act to regulate comm without previous express agreement between them, and the obligat imposed by the statute can not be evaded by the demand of the l charge for the haul over its own road by one or more of such carrie by the declaration on the part of one or more of said carriers that the transportation over its road it is a local and not a through car (Reaffirming the doctrine laid down in Georgia R. Com. *v.* Clyde SS. 4 Inters. Com. Rep., 120; 5 I. C. C. Rep., 324.)

720. A local rate, which presumably is adopted as covering both the initial final expense of a local haul, is *prima facie* excessive as part of a thro rate over a through line composed of two or more carriers.

721. Where a proportion of a through rate for part of a through haul is gre disproportionate to the balance of the through rate, the knowledge of circumstances and conditions (if any) justifying such disproportio rate being peculiarly in the possession of the carrier, the burden is on carrier to make proof of such justifying circumstances and condition

722. The facts, that one city is much larger and has more important and ex sive business interests than another and has been treated by the carr in making rates to surrounding points as a "trade center," is no justifi tion for a continuation of discriminatory rates in favor of such city. object of the act to regulate commerce was to eradicate the existing s tem of rebates and unjust discriminations in favor of particular localiti special enterprises, and favored individuals.

723. Unjust discrimination as between localities or individuals can not in th nature of things be essential to the business prosperity of the carrier, an it is no valid objection to the correction of unlawful rates to one poin that it involves a like correction as to other points.

Phelps & Co. *v.* The Texas and Pacific Railway Company.

724. The rates which carriers are required by the sixth section of the statute to publish, file, and adhere to without deviation cover not merely the carriage, but services rendered in receiving and delivering property as well.

725. The lien of carriers upon freight for charges earned is satisfied by the payment of rates for their services which they are lawfully entitled to demand, and a guaranty executed to a carrier by consignees or third parties, which might be construed to enable the carrier, in consideration of freight delivery before settlement of transportation charges, to exact for services rendered in moving and delivering the freight whatever it chooses to demand, can not be used by the carrier to force payment of charges in excess of those it would be entitled to collect or receive if previous freight delivery had not been made.

726. The interstate-commerce act does not recognize indefinite or uncertain transportation charges; the idea of unequal compensation for like service, or discrimination in the treatment of persons similarly situated, is repugnant to every requirement of that law, and a party to an interstate shipment can not be excluded by the carrier from privileges afforded to other patrons in the same locality because of his refusal to pay excessive freight charges, even though an agreement to subsequently refund the excess should accompany the demand.

727. When actual weights of cotton shipments can not be ascertained without great inconvenience to the shipper or carrier, and when transportation charges are promptly adjusted by the carrier upon the basis of actual weights furnished by the consignee, a practice of billing the cotton at a proper estimated weight per bale should not be deemed unlawful.

728. The retention of an overcharge has all the effect of extortion and unjust discrimination against the person from whom its payment has been required, and when the refund of an excessive charge has been unnecessarily delayed for a considerable period the officials responsible therefor become fairly chargeable with willful intention to violate the law.

The Independent Refiners' Association of Titusville, Pennsylvania, and the Independent Refiners' Association of Oil City, Pennsylvania, *v.* The Pennsylvania Railroad Company and The Western New York and Pennsylvania Railroad Company.

Petition of the Pennsylvania Railroad Company for rehearing.

A decision adverse to the defendants having been rendered in this proceeding, and an application for rehearing having been filed by the Pennsylvania Railroad Company, said defendant was allowed to take testimony by deposition with reference to a particular finding in the report and opinion of the Commission.

?. Schumacher Milling Company, and its successor, The American Cereal npany *v.* The Chicago, Rock Island and Pacific Railway Company, defend-, and The Chicago, Burlington and Quincy Railroad Company, The Hanni- and St. Joseph Railroad Company, The St. Louis, Keokuk and North-ıtern Railroad Company, The Kansas City, St. Joseph and Council Bluffs ilroad Company, The Chicago, Milwaukee and St. Paul Railroad Company, e Atchison, Topeka and Santa Fé Railroad Company, Intervenors.

. The fact that different rates and classifications are in force in different sections of the country will not of itself warrant an extension of the lower rate and classification to the section where the higher rate and classification are applied. There must be proof of unlawful discrimination or disadvantage, or of unreasonably high rates, to procure an order directing changes in classification.

. Cost of service is only one of the elements to be considered in determining proper classification and relative rates for different articles. While the difference in cost to the carrier in transporting cereal products and flour is not in itself sufficient to warrant a higher classification upon cereal products, these products range higher in value than flour, and in the matter of volume of traffic afforded there is a very wide difference in favor of flour; and there are other conditions compelling a low rate upon flour which do not apply in the transportation of cereal products. It appears, moreover, that the complaining company controls the production of half the cereal products manufactured in this country and, under the present classification and rates, is an active competitor of other manufacturers of cereal products whose mills are located nearer to the points of destination involved in this case.

. When an article of traffic does not move on account of burdensome rates and the carrier is hauling a considerable number of empty cars in the direction such article would naturally move if accorded a lower rate, the carrier may be justified in carrying at a rate sufficient to induce the movement of such traffic, provided no extra or additional charge is in consequence put upon other articles carried; but the fact that freight will furnish return loads for empty cars is not a reason for the reduction of rates on such freight when it does not appear that the rates are unreasonable.

. A mixed car-load rate for cereal products or for cereal products and flour that would have the effect of throwing out of the trade many competitors of complainant who manufacture only certain kinds of cereal products, and of centralizing the business in the hands of one or more dealers, should not be granted when, without it, no wrong is done to anyone and the market is open to all competitors. To obtain the abrogation of a rule in a classification denying a mixed car-load rate upon specified articles the rule should be shown unreasonable, unfair, or unjustly discriminative.

. The complaining company has shown no reason why roads using the Western classification should adopt the official classification as to cereal products. Neither is there sufficient evidence in this case to justify an order directing the defendants to establish the mixed car-load rate prayed for in the complaint. But this will not preclude the filing of another complaint based on other grounds, and raising the question of unreasonable or relatively unreasonable rates on cereal products.

ıton Duncan *v.* The Atchison, Topeka and Santa Fé Railroad Company, The lantic and Pacific Railroad Company, and The Southern California Railroad mpany, known as the Santa Fé System.

ıton Duncan *v.* The Southern Pacific Company and The Louisville and Nashlle Railroad Company.

5. The remedy of a party for injury to goods shipped resulting from delay, detention, loss, breakage, rotting, or other deterioration or damage, not attributable to a violation of any provision of the act to regulate commerce, is by appropriate action in the courts.

736. Where a contract is made with a shipper by a carrier, member of a thro line, for shipment of goods over the line at a less than the published ful rate charged shippers in general, it is not a violation of the ac regulate commerce for the delivering carrier to exact payment of the lawful rate before delivery. Where, however, the shipper did not en into the contract willfully for the purpose of securing a rate which knew, or, by the exercise of reasonable diligence might have known, be illegal, but was an innocent party to it and made the shipment on faith of the rate named, the courts seem inclined to hold (and it is a m ter for their determination) that justice to the shipper requires that goods be delivered on payment by him of the amount specified in the co tract.

737. There is no necessary connection or relation between the rates on traffic the same kind or class transported between the same points in oppo directions over the same road or line, and the fact that such rate in direction is materially higher than that in the opposite direction does as in case of hauls over the same line in the same direction, establ *prima facie* the unreasonableness of the higher rate. This is especia true where the hauls are of great length.

738. The rates charged on "household goods" will not be declared unlawful the mere fact that as a condition of granting them the defendants requi the shipper to release all claim for damages in case of loss to the amou of $5 per 100 pounds, or $1,000 per car load of 20,000 pounds, there bei no proof showing that such rates are unreasonable in view of said limit tion. In cases of loss, the shipper's remedy is at law, and the questio of the reasonableness or validity of a contract limiting the carrier's li bility is to be determined in the courts on the facts in each case.

739. Unless within the authorized exceptions to the general rule of the statute, discriminations in charges upon like shipments of the same commodities based solely upon the purpose or "business motive" of the shipper are unlawful, whether effected directly, or indirectly by methods of classification.

740. Under the Western classification and tariff there are two west-bound carload rates from Mississippi River points to Pacific Coast terminals on goods termed "Emigrants' movables" (including "household goods"), one a general class rate and the other designated a "commodity" rate and less than the general rate; the latter rate is published as being open to "intending settlers only," but in practice it is given to shippers indiscriminately, and does not appear to be unreasonable in itself. *Held*, (1) That there is neither propriety in, nor necessity for, retaining in the classification and tariff either the two rates, or the statement in connection with the commodity rate that it is open to "intending settlers only," as their intention can only serve to mislead the public and afford opportunity for the practice of favoritism and unjust discrimination as between shippers; (2) that the west-bound rate on "Emigrants' movables" (including "household goods"), from Louisville to Los Angeles should not be in excess of the amount of said commodity rate thereon.

741. While the circumstances and conditions in respect to the work done by the carrier and the revenue earned are dissimilar in the transportation of freights in car loads and less than car loads, and a lower rate on car loads than on less than car loads is, therefore, not in contravention of the statute, yet the difference between the two rates must be *reasonable*.

742. The agreement of the Transcontinental Association on file with the Commission is not on its face a "contract or agreement or combination" for the "pooling of freights" or "division of earnings" between different and competing railroads such as is declared unlawful by section 5 of the act to regulate commerce.

Thos. V. Cator *v.* The Southern Pacific Company and The Union Pacific Railway Company.

743. Under the statute the defendants had a legal right to withhold or put into effect an open excursion rate to Omaha, and such right was not affected by the fact that open excursion rates, lower than regular rates of fare, had been in force over their connecting roads during the month previous. Comparison of the rates charged to complainant and others in July for transportation from San Francisco to Omaha and return with reduced excursion rates charged for the transportation of persons from San Francisco to Chicago and Minneapolis in June of the same year, does not of itself present a discrimination or preference which the act to regulate commerce empowers this Commission to correct.

Morrell, Complainant, *v.* The Union Pacific Railway Company, The Oregon t Line and Utah Northern Railway Company, The Oregon Railway and igation Company, Defendants.

Rates maintained and which may be reasonable under the conditions existing in one section or part of the country afford no safe criterion by which to measure reasonable charges in other localities where the expense of operating a road and other conditions affecting transportation are widely different.

Rates and charges in force on lines of rival companies or on different branches or lines of the same company are entitled to consideration in connection with the question of reasonable charges for transportation services rendered under like conditions.

Newland, T. W. Hauschild, Walter Reeder, complainants, *v.* The Northern ific Railroad Company, The Union Pacific Railway Company, The Oregon rt Line and Utah Northern Railway Company, The Oregon Railway and rigation Company.

. It is the right of shippers to have their goods carried, and the duty of common carriers to receive and forward freights by the least expensive routes at reasonable through rates.

. Where there were two routes from the place of shipment to the place of destination, one much longer and much more expensive to operate than the other, the longer and more expensive being operated by one, while the more direct and less expensive route was over continuous lines operated by more than one common carrier: *Held*, That the rate must be reasonable for the transportation by the shorter and less expensive route.

. Where the roads and branches of two companies extend to and penetrate a wheat-producing district, from which they make a joint rate for distances of 480 miles, and each company makes the same rate separately from the same district, one for distances of 450 and the other for distances of 650 miles over their respective lines to the same destination: *Held*, That it may be fairly assumed that the rates so jointly and separately made are reasonably remunerative and profitable: *Held further*, That what is reasonable compensation for this longer and more expensive branch line service is excessive for the shorter distance of 311 miles over a less expensive route from the same district to the same destination.

. The same rate over a district so extensive denies to the producer nearer the market the advantages of his location, for which he receives no compensation in the fact that such rate was established to enable a railroad company to sell its lands more distant from markets at better prices.

. The practice of making one rate on the same product over a large district is only justifiable under special and exceptional circumstances, and is not to be encouraged when the difference in the transportation expense from the various parts of such district is considerable and substantial.

.. That railroad investments may be as secure as other property, the reasonable rates should be liberal until earnings are sufficiently large for a fair return on actual expenditure.

. Where the market price yields but a scant return for the labor and expense of production, the cost of transportation needs to be as moderate as may be consistent with justice to the carrier.

. Where a road or system of roads leased and made the road of another company a part of a system: *Held*, That the agreed rental can not be accepted as the amount which the leased property must earn and the lessee may retain before any reduction can be made in the rates over the leased lines.

. Where two companies or railroad systems stipulated for a division of traffic and agreed that when one party carried traffic belonging to the other, but one-half of the charges should be retained for the transportation service, *held*, that in the light of this arrangement in connection with the other facts of the case some reduction was warranted.

son S. Page, Caldwell B. Benson, and Charles Tremain, complainants, *v.* The laware, Lackawanna and Western Railroad Company, The New York Central d Hudson River Railroad Company, The Michigan Central Railroad Company, defendants.

. Where it appears that a complainant has invoked the aid of the law for the purpose of securing what he, with the acquiescence of the carrier, had previously obtained in apparent contravention of the law, such acquiescing carrier will not be held entitled to plead violations of the law by

complainant in bar of a decision on the merits, nor will the individ... interests of the complainant be taken into consideration; but the C... mission will examine the evidence and make such report thereon as, u... the provisions of the law, the rights of other shippers and the public g... erally may require. If, independently of any action or interest of c... plainants, the conduct of defendants with reference to the transporta... which is the subject of the proceeding is shown by the evidence to... unlawful, it is the duty of the Commission to execute and enforce ... statutory provisions applicable thereto.

756. Upon consideration of the great reduction which has taken place in ... value of window shades, the arbitrary increase of shade classification ... the carriers during the progress of this proceeding, and all the other fa... and circumstances herein which pertain to the rights of shade shipp... and consignees generally, and of purchasers of that article of housek... necessity, *held*, that the classification of window shades as first cl... in the Official Classification has become unjust, and that the legal du... of defendants to so classify traffic and fix charges thereon that the burd... of transportation are reasonably and justly distributed among the artic... they carry requires them to reduce their classification of window sha... to the class which, under the Official Classification, is now applied ... "window hollands and shade cloth, plain, uncut, and undecorated."

Rhode Island Egg and Butter Company, The W. W. Whipple Company, Geor... M. Griffin *v.* The Lake Shore and Michigan Southern Railway Company, Mich... igan Central Railroad Company, New York Central and Hudson River Railro... Company, Boston and Albany Railroad Company, New York, New Haven an... Hartford Railroad Company.

757. A shipper should not be subjected to unnecessary restrictions as to the kin... of case or package he shall use.

758. A rate which may be reasonable when applied to the transportation of eg... cases as a disconnected service may be unreasonable if the carriage o... returned cases at favorable rates is in fact a special service, the discon... tinuance of which would unduly burden the business of shipping eggs t... points of sale.

759. Upon complaint of unreasonable classification and rating on returned empty egg cases from Providence, R. I., to Chicago, Ill., Burlington, Iowa, and other Western points, *held*, that the evidence presented is insufficient to enable the Commission to determine the question. *Held further*, That the defendants and other carriers concerned should be allowed time to consider whether shippers generally are not unduly prejudiced by the increased rating complained of, and take or refrain from taking action accordingly, and if the carriers fail to take satisfactory action, that the complainants and any other interested shipper or consignee should have leave, after a specified time, to ask to have the case reopened; and thereupon such other direction be given as will serve to bring in necessary parties defendant, by amended or supplemental complaint or otherwise, as may appear to be required.

The Freight Bureau of the Cincinnati Chamber of Commerce *v.* The Cincinnati, New Orleans and Texas Pacific Railway Company *et al.*

The Chicago Freight Bureau *v.* The Louisville, New Albany and Chicago Railway Company *et al.*

760. If railway companies engaged in the transportation of traffic from one territory voluntarily enter into an association with railway companies engaged in the transportation of similar traffic from another territory to a common market, for the purpose, among others, of a mutual adjustment of rates over their respective lines, and in pursuance of this purpose as members of such association agree to and maintain rates over their own lines higher than are reasonable and the relation thus established between the rates from the two territories, respectively, is unjustly prejudicial to the former and unduly preferential to the latter, this is a violation of the first paragraph of section 3 of the act to regulate commerce, for which, whether or not there be a joint liability under said act of the two systems of carriers, there is at least a several liability on the part of those serving the territory injuriously affected.

761. Where the reasonableness of rates is in question, comparison thereof may be made, not only with rates on another line of the same carrier, but also with those on the lines of other and distinct carriers—the value of the com-

parison being dependent in all cases upon the degree of similarity of the circumstances and conditions attending the transportation for which the rates compared are charged.

2. The influence of water competition via the Atlantic on rail rates from Northeastern cities to Southern territory is not so great, as appears by the proof in these cases, as to account for or justify the difference between the mileage rates from those cities and the mileage rates from Chicago and Cincinnati to such territory under the rates complained of, and the fact of that influence on rates from the former cities can not be invoked as a justification of rates from the latter, which, after due allowance for such influence as a substantially dissimilar circumstance, still appear on comparison of the two sets of rates to be unduly preferential to the former and unjustly discriminative against the latter. In rates from different territories to a common market, "relative equality is necessary in the degree of the similarity" of circumstances and conditions attending the transportation in the two cases.

The fact which is made to appear in these cases, that rates on traffic of the numbered classes from Chicago and Cincinnati to Southern territory are made higher than they otherwise would be, for the purpose of securing to the lines from Northeastern cities the transportation of that traffic from the territory set apart to them under the Southern Railway and Steamship Association agreement, itself raises a *prima facie* presumption of the unreasonableness of those rates.

Each locality competing with others in a common market is entitled to reasonable and just rates at the hands of the carriers serving it and to the benefit of all its natural advantages, and no departure from the rule requiring rates in all cases to be reasonable in themselves can be justified on the ground that it is necessary in order to maintain existing trade relations, or to "protect competing markets," or to "equalize commercial conditions," or to secure to carriers traffic from certain territory assumed to be exclusively theirs.

The division of territory between the eastern and western lines, provided for in the Southern Railway and Steamship Association agreement, is without warrant in law and appears to be made for the benefit of the carriers without regard to the interests of shippers in the territory so divided, to whom it is in effect a denial of the privilege of shipping their goods or produce to market by the line or route they may prefer.

The "fines" or "penalties" imposed by the provisions of the agreement of the Southern Railway and Steamship Association on members for violation of association rules appear on the face of that agreement to be available as substitutes for payments which would be exacted under a regular pooling system, and the arrangement under which they are imposed is tantamount to a combination, contract, or agreement "for the pooling of freights of different and competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads or any portion thereof," which are forbidden by the statute.

The requirement of the agreement of the Southern Railway and Steamship Association that its members apply "full local rates upon all traffic subject to the association agreement coming from or going to" connecting lines which do not maintain association rates, while to traffic from other connecting lines conforming to such rates full local rates are not applied, is repugnant to that clause of section 3 of the act to regulate commerce which forbids carriers to "discriminate in their rates and charges between connecting lines."

V. Behlmer *v.* The Memphis and Charleston Railroad Company; The East nnessee, Virginia and Georgia Railway Company; The Georgia Railroad and nking Company; The South Carolina Railway Company; Henry Fink and arles M. McGhee, as receivers of The East Tennessee, Virginia and Georgia ailway Company and The Memphis and Charleston Railroad Company; Daniel . Chamberlain, as receiver of The South Carolina Railway Company; The entral Railroad and Banking Company of Georgia, and The Louisville and ashville Railroad Company, as lessees of the Georgia Railroad; and H. M. omer, as receiver of The Central Railroad and Banking Company of Georgia.

58. The competition of markets or the competition of carrying lines subject to regulation under the act to regulate commerce does not justify carriers in making greater short-haul or lower long-haul charges over the line in the same direction (the shorter being included within the longer distance)

in the absence of an order of relief issued by the Commission upon appli cation therefor and after investigation.

769. When a carrier on complaint under the fourth section avers substantial di similarity in circumstances and conditions as justifying its greater charg for a shorter haul, it is concluded by its pleading and must affimatively show that the circumstances and conditions of which it is entitled to judg in the first instance are in fact substantially dissimilar; but upon an appl cation for relief under the fourth section proviso the carrier is not limite by such a rule of evidence, and may present to the Commission every mat rial reason for an order in its favor.

770. The construction of the fourth section of the act to regulate commerce as laid down in James & M. Buggy Company *v.* Cincinnati, N. O. & T. P. R. Co., 3 Inters. Com. Rep., 682; 4 I. C. C. Rep., 744, and Ga. R. R. Com. *v.* Clyde S. S. Co., 4 Inters. Com. Rep., 120; 5 I. C. C. Rep., 324, followed in Chattanooga Board of Trade *v.* East Tennessee, V. & G. R. Co., 4 Inters. Com. Rep., 213; 5 I. C. C. Rep., 546, explained in Gerke Brew. Co. *v.* Louisville & N. R. Co., 4 Inters. Com. Rep., 267; 5 I. C. C. Rep., 596, and sustained in Interstate Commerce Com. *v.* Cincinnati, N. O. & T. P. R. Co. (not yet reported), reaffirmed.

771. Defendants ordered to cease and desist from making higher aggregate charges on hay and other commodities carried under similar circumstances and conditions over their connected roads from Memphis, Tenn., to Summerville, S. C., than they charge for carrying said commodities for the longer distance from Memphis over said connecting line through Summerville to Charleston, S. C., without prejudice to defendants' right to apply to the Commission for relief under the proviso clause of the fourth section.

In the matter of the Form and Contents of Rate Schedules, and the Authority for Making and Filing Joint Tariffs.

772. The Commission having under consideration the rate sheets, schedules, and joint tariffs which, under the sixth section of the act to regulate commerce, are required to be filed in its office and to be kept open to public inspection, and having discussed the subject with a large number of traffic officials, who, for that purpose, met the Commission in response to its invitation; and having, as the result of such conference, made and filed the foregoing report and opinion; and being convinced that the directions contained in the pamphlet published December 1, 1891, should be complied with, in order to bring such rate sheets, schedules, and joint tariffs into conformity with the statute, and to correct the defects and omissions which are observed in such publications; and having found and decided among other things that evidence of authority for making and filing joint tariffs should in all cases be furnished to the Commission:

It is ordered, That all common carriers subject to the act to regulate commerce shall, in all future issues of their rate sheets, schedules, and joint tariffs, including all future amendments and supplements to existing joint tariffs, comply with and conform to the general rules laid down in said pamphlet of December 1, 1891, as modified by this order.

It is further ordered, That all joint tariffs hereafter filed, and all future amendments and supplements to existing joint tariffs, be hereafter so arranged and printed as to show distinctly the names of the several parties thereto.

And it is further ordered, That all common carriers subject to the act which shall hereafter be named as parties to any joint tariff filed and published by another carrier, or as parties to any amendments or supplements to existing joint tariffs, shall forthwith upon the publication thereof file with the Commission a statement or certificate showing their acceptance of and concurrence therein and making themselves parties thereto, which said statement or certificate shall be substantially in the following form:

To the Interstate Commerce Commission, Washington, D. C.:

This is to certify that the ——— Company assents to and concurs in the publication and filing of the schedule described below, and hereby makes itself a party thereto.

Dated ———.

DESCRIPTION OF SCHEDULE.

Kind.	Number.	Date of issue.	Date effective.	Issued by (name of road).
.....				
st.....				
st.....				
.....				
on.....				

(Sign) ——— ———.
——— ———.
——— ———.

pplemental order in Appendix D.]

TO POINTS DECIDED BY THE COMMISSION SINCE ITS ORGANIZATION.

umbers refer to the corresponding headnotes. For example: The number 702, found
: head of Practice in this index, refers to the paragraph of that number in the foregoing
t of Points Decided by the Commission since its Organization.]

ABSTRACT QUESTIONS.

(*See* Concession of Relief.)

2, 5, 9, 14, 370, 387, 388, 407

AGREEMENTS.

rough Routes and Through Rates; Contracts; Preference or Advantage.)

416, 417, 456, 528, 529, 530, 571, 579, 590, 591, 672, 719, 742, 754.

AMENDMENT.

(*See* Practice.)

ANSWER.

(*See* Practice.)

ARRANGEMENT.

Common Control, Management, or Arrangement; Through Routes and Through Rates; Agreements; Contracts.)

BARRELS.

(*See* Unjust Discrimination.)

BEDROOM SETS RATES.

683, 685.

BILLING OF FREIGHT.

(*See* Underbilling.)

462, 463, 464.

BILLS OF LADING.

(*See* Contracts.)

15, 659, 660, 727, 738, 760.

BOOKS, PAPERS, AND DOCUMENTS.

(*See* Interstate Commerce Commission; Practice; Evidence; Carriers.)

379, 380, 381, 382, 383, 384, 385, 386, 485, 544, 545.

BRIDGE CHARGES.

(*See* Rates.)

394.

BURDEN OF PROOF.

(*See* Evidence; Practice).

20, 31, 32, 257, 333, 392, 393, 494, 498, 624, 632, 665, 705, 711, 714, 715, 721,

CANADIAN COMPETITION.

(*See* Competition.)

CAPITAL STOCK.

(*See* Reasonable Rates.)

484.

CAR-LOAD RATES.

(*See* Rates.)

395, 396, 397, 398, 399, 421, 423, 424, 425, 426, 468, 473, 478, 483, 493, 494, 498, 499, 500, 501, 502, 503, 506, 509, 510, 512, 513, 516, 522, 535, 536, 539, 545, 546, 547, 548, 549, 566, 568, 588, 599, 600, 606, 607, 610, 617, 622, 623, 636, 639, 641, 642, 643, 653, 660, 673, 674, 675, 678, 685, 692, 712, 716, 730, 731, 734.

CAR-LOAD RATES, MIXED.

(*See* Rates.)

171, 628, 678, 716, 733.

CAR MILEAGE.

(*See* Unjust Discrimination; Preference or Advantage.)

141, 142, 143, 144, 145, 146, 499, 501, 589.

CARRIERS.

(*See* Competition; Facilities of Traffic; Preference or Advantage.)

2, 5, 6, 7, 8, 9, 14, 16, 137, 138, 139, 148, 149, 158, 164, 165, 166, 201, 202, 203, 204, 205, 206, 239, 266, 267, 272, 275, 285, 323, 329, 330, 350, 351, 359, 368, 377, 381, 382, 383, 384, 392, 393, 409, 410, 416, 417, 420, 421, 422, 444, 446, 447, 450, 452, 453, 462, 463, 464, 465, 469, 470, 474, 476, 477, 490, 496, 497, 506, 528, 530, 532, 533, 571, 583, 590, 591, 593, 594, 598, 717, 746.

CARS.

(*See* Car Mileage; Long and Short Haul Clause; Preference or Advantage; Reasonable Rates; Relative Rates.)

103, 104, 105, 106, 141, 142, 143, 144, 145, 146, 149, 150, 151, 152, 154, 155, 156, 201, 202, 203, 204, 205, 206, 269, 272, 278, 279, 329, 330, 331, 367, 368, 369, 395, 398, 402, 403, 439, 445, 450, 451, 468, 498, 499, 500, 501, 502, 503, 504, 505, 506, 571, 581, 582, 589, 600, 610, 611, 637, 668, 669, 670, 714, 732, 733.

CARTAGE.

(*See* Free Cartage of Freight; Long and Short Haul Clause; Rebates; Unjust Discrimination.)

452, 453, 454, 455.

CHARITY.

(*See* Passengers.)

14.

CHARTER OF CARRIER.

(*See* Contracts.)

650, 680.

CIRCUITOUS ROUTES.

(*See* Long and Short Hand Clause.)

CIRCUMSTANCES AND CONDITIONS.

(*See* Long and Short Haul Clause; Relative Rates; Unjust Discrimination.)

WHAT CONSTITUTE DISSIMILAR.

19, 20, 21, 22, 23, 24, 185, 186, 187, 188, 189, 192, 195, 287, 288, 304, 305, 306, 332, 420, 423, 424, 425, **426, 433,** 434, 435, 436, 437, 438, 439, 440, 441, 468, 469, 470, 473, 516, 523, **546, 547, 549, 550,** 651, 653, 661, 662, 663, 664, 665, 666, 673, 674, 675, 676, 677, 692, 700, **721, 731, 744,** 750, 761, 762, 769.

WHAT DO NOT CONSTITUTE DISSIMILAR.

56, 57, 58, 85, 86, 187, 188, 189, 190, 191, 241, 355, 400, 401, 402, 404, 405, 488, 492, 495, **497, 501, 555, 556,** 595, 596, 597, 598, 609, 610, 612, 613, 614, 615, 620, 621, 622, 638, **643, 645, 661, 662, 663,** 664, 666, 692, 693, 694, 699, 700, 701, 771.

CLASSIFICATION.

(*See* Preference or Advantage.)

108, 109, 110, 125, 126, 162, 163, 165, 171, 172, 174, 207, 209, 210, 211, 212, 321, 356, **393, 402, 403,** 404, 413, 414, 420, 421, 426, 463, 466, 467, 474, 478, 493, 503, 513, **534, 537, 547, 548,** 549, 561, 562, 593, 594, 628, 677, 679, 709, 710, 716, 730, 734, **739, 740, 756,** 758, 759.

CLASS AND COMMODITY RATES.

(*See* Rates.)

559, 677, 737, 740.

COAL RATES.

(**Long and Short Haul** Clause; Preference or Advantage; Reasonable Rates; **Rebate** Rates; Unjust Discrimination; Practice.)

150, 154, 155, 156, 301, 302, 303, 304, 305, 306, 338, 339, 340, 341, 364, 366, 540, **541, 542,** 543, 545, 565, 566, 570, 617, 673, 674, 675.

COMBINATION RATES.

(*See* Rates.)

173, 346, 473, 577, 578, 595, 596, 597, 598.

COMMERCE.

(*See* Interstate Commerce.)

COMMERCIAL CONSIDERATIONS.

(*See* Long and Short Haul Clause.)

474, 475, 478, 484, 499, 500, 501, 502, 507, 510, 584, 586, 647, 651, 652, 653, 655, 662, 664, 681, 682, 685, 688, 696, 697, 698.

COMMERCIAL TRAVELERS.

(*See* Mileage Tickets.)

COMMISSIONS ON SALE OF TICKETS.

(*See* Tickets.)

25, 26, 27, 28, 29, 295.

COMMODITY RATES.

(*See* Rates.)

559, 677, 737, 740.

COMMON CONTROL, MANAGEMENT, OR ARRANGEMENT.

(*See* Connecting Lines.)

533, 571, 599, 602, 621, 659, 692, 700, 719, 754.

COMMUTATION TICKETS.

(*See* Tickets.)

419.

COMPETITION.

(*See* Long and Short Haul Clause.)

22, 57, 74, 75, 82, 86, 175, 187, 188, 189, 190, 191, 194, 197, 239, 240, 241, 245, 282, 400, 401, 402, 403, 404, 405, 412, 467, 468, 469, 470, 472, 473, 475, 478, 483, 490, 494, 495, 497, 501, 506, 509, 510, 511, 516, 517, 518, 520, 521, 522, 523, 546, 547, 568, 570, 577, 578, 584, 585, 586, 593, 595, 596, 597, 598, 646, 647, 661, 662, 663, 665, 666, 674, 675, 676, 677, 692, 693, 694, 699, 700, 742, 768, 769, 770, 771.

COMPETITIVE POINTS.

(*See* Competition.)

473, 488, 497, 498, 499, 506, 507, 509, 510, 511, 546, 577, 578, 586, 595, 596, 597, 620, 621, 623, 636, 643, 644, 646, 647, 653, 656, 664, 666, 673, 674, 675, 676, 677, 679, 692, 697, 698, 700, 704, 707, 708, 764, 766, 769, 770, 771.

COMPLAINT.

(*See* Interstate Commerce Commission; Parties; Practice; Abstract Quest Concession of Relief.)

1, 30, 32, 42, 72, 79, 160, 161, 236, 237, 328, 357, 366, 367, 372, 409, 411, 485, 494, 532, 534, 537, 545, 601, 658, 695, 702, 734, 769.

CONDITIONS.

(*See* Circumstances and Conditions.)

CONCENTRATION OF BUSINESS INTERESTS.

(*See* Long and Short Haul Clause.)

713.

CONCESSION OF RELIEF.

(*See* Abstract Questions.)

79, 370, 871, 387, 389, 390, 407, 538, 539, 553, 554, 580, 690, 691.

CONNECTING LINES.

(*See* Long and Short Haul Clause; Through Routes and Through Rates; (mon Control, Management, or Arrangement.)

15, 416, 417, 522, 523, 526, 528, 529, 564, 571, 590, 591, 595, 596, 597, 598, 599, 621, 659, 692, 693, 702, 767, 771.

CONSOLIDATION OF ROADS.

(*See* Long and Short Haul Clause.)

497.

CONTINUOUS CARRIAGE OF FREIGHTS.

(*See* Connecting Lines.)

362, 416, 417, 448, 449, 450, 451, 571, 621, 659, 718, 719.

CONTRACTS.

(*See* Bills of Lading.)

39, 40, 148, 228, 430, 445, 485, 541, 542, 543, 544, 573, 589, 590, 591, 736, 738.

COST OF CARRIAGE.

(*See* Transportation; Operating Expenses.)

3, 122, 196, 250, 287, 288, 324, 391, 394, 422, 423, 424, 425, 426, 470, 473, 477, 478, 488, 491, 506, 538, 555, 586, 731, 752.

COST OF PRODUCTION.

(*See* Circumstances and Conditions.)

476, 507, 508, 510, 570, 575, 576, 582, 583, 585, 586, 752.

COST OF SERVICE.

(*See* Cost of Carriage.)

COTTON RATES.

281, 282, 283, 284, 285, 286, 323, 343, 344, 433, 434, 435, 436, 437, 438, 439, 440, 441, 719, 727.

COUNSEL AND ATTORNEY'S FEES.

(*See* Practice.)

91.

DAMAGES.

(*See* Reparation.)

90, 140, 153, 616, 617, 690, 699, 735.

DEMURRAGE.

617.

DEPOSITIONS.

(*See* Practice.)

DIFFERENTIAL RATES.

(*See* Rates.)

124, 636.

DISCOUNT.

33, 34, 35, 36.

DISCRIMINATION.

(*See* Through Routes and Through Rates; Unjust Discrimination.)

5, 6, 7, 8, 9, 12, 13, 39, 40, 528, 529, 532, 590.

DISTANCE.

ong and Short Haul Clause, Through and Local Rates, Reasonable Rates, Mileage Rates, Preference or Advantage.)

DISTRIBUTION OF CARS.

(*See* Cars.)

DIVISION OF THROUGH RATES.

(*See* Through Rates.)

DOCUMENTARY EVIDENCE.

ooks, Papers, and Documents; Practice; Evidence; Interstate Commerce Commission.)

DOMESTIC MERCHANDISE.
553, 554, 555, 556.

EIGHTH SECTION, CONSTRUCTION OF.
91. 616, 617.

ELEVATOR CHARGES.
(*See* Rates.)
409.

EMIGRANTS.
(*See* Passengers.)
458, 459, 460, 461, 740.

ENCOURAGEMENT OF INDUSTRIES.
(*See* Trade Center.)
24.

EQUALITY.
(*See* Preference or Advantage.)

EQUIPMENT.
(*See* Facilities of Traffic.)
497, 498, 499, 500. 501. 571, 581, 582, 589.

ESTOPPEL.
(*See* Evidence.)
545, 755, 769.

EVIDENCE.
(*See* Books, Papers, and Documents; Carriers; Practice; Subpœnas Duces Te
Proof; Estoppel; Burden of Proof; Preference or Advantage; Deposition
30, 31. 61, 62, 74, 154, 210, 211, 252, 255, 256, 258, 357, 379, 380. 381, 382, 383, 384, 38
485, 521, 544, 545, 552, 573, 584, 624, 632, 635, 637, 639, 640, 644, 666, 667, 690, 70
720, 734, 738, 739, 755, 768, 769.

EXCEPTIONAL CONDITIONS.
(*See* Circumstances and Conditions.)

EXCURSION RATES AND TICKETS.
(*See* Tickets.)
299, 743.

EX PARTE APPLICATION.
(*See* Abstract Questions.)

EXPORT RATES.
(*See* Rates; Tariff; Traffic; Unjust Discrimination.)
12, 13, 121, 122, 123, 124, 287, 374, 377, 579.

EXPRESS COMPANIES.
(*See* Preference or Advantage.)
96, 97, 98, 99, 100, 589.

FACILITIES OF TRAFFIC.

Through Routes and Through Rates; Preference or Advantage; Traffic Carriers.)

137, 139, 224, 225, 226, 227, 350, 351, 352, 430, 431, 451, 599, 602, 621, 622, 623, 676, 689, 710, 712.

FACTS, FINDINGS OF.

(*See* Findings of Fact by the Commission.)

FAST FREIGHT LINES.

(*See* Facilities of Traffic.)

56.

FAST-TRAIN SERVICE.

(*See* Facilities of Traffic.)

250.

FAVOR IN TRANSPORTATION.

(*See* Preference or Advantage.)

497, 498, 564, 565, 589, 612, 613, 615, 630.

FEDERAL AUTHORITY.

(*See* Interstate Commerce.)

399.

FERRY EXPENSES.

(*See* Rates.)

394.

FIFTH SECTION, CONSTRUCTION OF.

632, 742, 766, 767.

FINDINGS OF FACT BY COMMISSION.

(*See* Evidence.)

136, 486, 487, 539, 552, 569.

FIRST SECTION, CONSTRUCTION OF.

ERS AND TRANSPORTATION SUBJECT TO ITS JURISDICTION; INTERSTATE COMMERCE.

98, 99, 100, 137, 138, 139, 218, 359, 360, 361, 362, 409, 410, 448, 449, 450, 451, 497, 498, 501, 528, 529, 531, 532, 553, 554, 555, 556, 571, 589, 598, 599, 602, 645, 650, 658, 659, 690, 695, 719.

REASONABLE AND JUST CHARGES.

75, 80, 81, 83, 84, 107, 108, 109, 110, 111, 112, 113, 125, 126, 127, 128, 129, 130, 180, 182, 185, 186, 187, 188, 189, 190, 194, 195, 196, 197, 198, 199, 200, 207, 209, 212, 213, 215, 216, 217, 221, 222, 223, 232, 234, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 252, 253, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 281, 283, 285, 287, 288, 289, 290, 320, 321, 322, 328, 332, 333, 335, 336, 337, 353, 354, 355, 378, 392, 393, 394, 398, 399, 400, 401, 402, 403, 404, 405, 416, 417, 424, 425, 426, 433, 434, 436, 437, 458, 460, 463, 464, 467, 468, 469, 470, 471, 472, 473, 475, 476, 477, 478, 479, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 492, 493, 494, 495, 496, 507, 508, 509, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 529, 531, 532, 541, 542, 543, 554, 555, 559, 560, 561, 562, 563, 567, 568, 569, 570, 575, 576, 582, 583, 584, 599, 600, 604, 605, 607, 608, 617, 618, 619, 620, 621, 622, 623, 626, 627, 631, 632, 633, 643, 644, 651, 652, 653, 654, 655, 656, 657, 660, 662, 663, 664, 665, 666, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 681, 682, 683, 687, 688, 689, 690, 692, 694, 695, 696, 697, 698, 702, 703, 704, 705, 706, 707, 708, 709, 710, 716.

FISH COMMISSION.

(*See* Rates.)

10, 11.

FLOUR RATES.

374, 482, 483, 522, 523, 546, 547, 548, 549, 610, 611, 697, 698, 731.

FOOD PRODUCTS.

476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487.

FOREIGN MERCHANDISE.

553, 554, 555, 556, 557.

FOURTEENTH, FIFTEENTH, AND SIXTEENTH, SECTIONS, CONSTRUCTION OF.

90, 140, 153, 378, 408, 485, 486, 487, 511, 616, 618, 625.

FOURTH SECTION, CONSTRUCTION OF.

(*See* Long and Short Haul Clause.)

1, 17, 18, 19, 20, 21, 22, 23, 24, 49, 50, 54, 55, 56, 57, 58, 66, 67, 174, 175, 185, 188, 190, 192, 193, 231, 232, 233, 234, 235, 239, 240, 241, 293, 301, 302, 303, 304, 305, 306, 332, 338, 355, 364, 374, 377, 400, 401, 402, 403, 404, 405, 416, 417, 419, 452, 453, 454, 455, 469, 483, 494, 495, 496, 516, 517, 522, 523, 525, 526, 577, 578, 584, 595, 596, 597, 598, 622, 623, 643, 644, 645, 646, 647, 648, 649, 651, 652, 653, 660, 661, 662, 663, 664, 665, 667, 676, 677, 678, 679, 690, 694, 699, 700, 701, 747, 767, 768, 769, 770.

FRAUDS.

162, 163, 170.

FREE CARTAGE OF FREIGHT.

(*See* Long and Short Haul Clause; Unjust Discrimination.)

452, 453, 454, 455, 609, 611.

FREE PASSES AND FREE TRANSPORTATION.

(*See* Tickets.)

259, 260, 276, 612, 613, 630.

FREIGHT.

(*See* Traffic; Continuous Carriage of Freight.)

GRAIN RATES.

337, 374, 375, 376, 377, 393, 394, 409, 414, 539, 600, 609, 610, 611, 695, 696, 697, 698.

GROUP RATES.

(*See* Rates.)

160, 185, 190, 193, 249, 251, 301, 302, 303, 305, 338, 341, 452, 453, 454, 455, 750.

HEARINGS.

(*See* Evidence; Practice.)

76, 207, 208, 238, 240, 545.

HOGS AND HOG PRODUCTS.

504, 505, 506, 588.

HOUSEHOLD GOODS RATES.

738.

HUB BLOCKS RATES.
212.

IMMIGRANT CARS.
(*See* Cars.)
269, 271, 272.

IMPORT TRAFFIC.
(*See* Traffic.)
553, 554, 555, 556, 557.

INDIAN SUPPLIES.
4.

INSPECTION OF CARS.
(*See* Cars.)
269, 271, 272, 329, 330, 331.

INSTRUMENTALITIES OF SHIPMENT OR CARRIAGE.
(*See* Facilities of Traffic.)
501, 571, 581, 589.

INTERCHANGE OF TRAFFIC.
(*See* Facilities of Traffic; Traffic; Through Routes and Through Rates.)

INTERSTATE COMMERCE.
(*See* Traffic.)
5, 16, 137, 138, **139**, **222**, **284**, 350, 359, 398, 399, 409, 448, 449, 485, 486, 487, 550, 553, 554, **566**, **569**, **571**, 572, 598, 599, 601, 602, 618, 659, 660, 696, 719.

INTERSTATE COMMERCE COMMISSION.
(*See* Act to Regulate Commerce.)
2, 5, 8, 43, 50, **54**, **72**, **90**, **100**, 130, 158, 160, 170, 218, 243, 244, 269, 270, 274, 325, 343, 351, 353, 358, **366**, **370**, **379**, **387**, 388, 407, 448, 449, 451, 484, 485, 486, 487, 496, 513, 535, 537, 546, 562, **569**, **580**, **599**, 601, 602, 603, 614, 616, 634, 650, 666, 680, 722, 726, 743, 755.

INVESTIGATIONS.
(*See* Hearings.)
366, 410, 535, 537.

JOINT ARRANGEMENTS.
(*See* Common Control, Management, or Arrangement.)

JOINT RATES.
(*See* Reasonable Rates.)

JOINT TARIFFS.
(*See* Tariffs.)
78, 265, 346, 347, 607, 736, 772.

JURISDICTION.
(*See* Interstate Commerce Commission.)
5, **6**, **7**, **8**, **9**, **14**, **15**, **16**, 39, 40, 41, 42, 43, 44, 90, 91, 202, 218, 269, 283, 343, 351, 359, **451**, **542**, *545*, *552*, *554*, *555*, *572*, *598*, *599*, *601*, *602*, *603*, 650, 658, 680, 695, 717

JURY TRIAL.

(*See* Damages.)

LAND EXPLORERS' TICKETS.

(*See* Tickets.)

69.

LIABILITY.

(*See* Bills of Lading.)

LIEN OF CARRIERS.

(*See* Carriers).

725.

LIGHTERAGE CHARGES.

636.

LITIGATION.

(*See* Pending Proceedings).

LIKE KIND OF TRAFFIC.

(*See* Long and Short Haul Clause; Unjust Discrimination.)

LIVE STOCK.

(*See* Cars; Preference or Advantage; Relative Rates; Unjust Discrimina

41, 63, 64, 336, 397, 504, 505, 506, 588, 589.

LOCALITIES.

(*See* Location; Preference or Advantage; Relative Rates; Unjust Discrimina

LOCAL RATES.

(*See* Through and Local Rates.)

23, 127, 128, 238, 346, 468, 470, 473, 509, 510, 516, 522, 523, 528, 531, 532, 560, 567, 57
643, 644, 699, 718, 720, 767.

LOCAL TRAFFIC.

(*See* Local Rates.)

LOCATION.

(*See* Locality; Long and Short Haul Clause.)

468, 473, 482, 483, 504, 505, 508, 522, 524, 538, 539, 546, 547, 585, 586, 621, 622, 62
643, 647, 653, 664, 666, 673, 675, 676, 679, 685, 692, 697, 698, 699, 700, 707, 72
749.

LONG AND SHORT HAUL CLAUSE.

(*See* Competition; Preference or Advantage.)

17, 18, 19, 20, 21, 22, 23, 24, 49, 50, 54, 55, 56, 57, 58, 66, 67, 85, 86, 87, 88, 89, 157
174, 175, 188, 234, 235, 239, 241, 245, 253, 257, 268, 293, 301, 306, 324, 335, 33
355, 400, 401, 402, 403, 452, 454, 468, 471, 479, 480, 481, 482, 494, 495, 516, 517
523, 526, 558, 577, 584, 595, 596, 597, 598, 621, 643, 644, 645, 646, 647, 651, 65
660, 661, 662, 663, 664, 665, 666, 667, 676, 677, 692, 693, 694, 699, 700, 701, 72
747, 748, 768, 769, 770, 771.

MANUFACTURING COMPANIES.

(*See* Trade Centers; Reshipment of Freight.)

5, 7, 8, 9.

MARKETS.

(*See* Trade Centers; Competition.)

497, 501, 583, 584, 585, 749, 760, 762, 764.

MILEAGE OF CARS.

(*See* Cars; Mileage Rates.)

41.

MILEAGE RATES.

(*See* Rates; Reasonable Rates; Long and Short Haul Clause.)

185, 282, 341, 468, 469, 473, 509, 510, 565, 654, 695, 705.

MILEAGE TICKETS.

(*See* Tickets.)

45, 46, 47, 48, 51, 52, 53, 299, 347, 348.

MILLING IN TRANSIT.

(*See* Long and Short Haul Clause; Reshipment of Freight.)

114, 115, 116, 160, 315.

NINTH SECTION, CONSTRUCTION OF.

370, 371, 616, 617.

NOTICE.

(*See* Practice.)

486, 487.

OIL RATES.

(*See* Preference or Advantage; Unjust Discrimination.)

143, 144, 145, 146, 217, 277, 278, 279, 499, 500, 501, 502, 516, 517, 518, 519, 520, 521, 640, 641, 642, 643, 644, 669, 670, 671, 714, 739.

OPERATING EXPENSES.

(*See* Cost of Carriage.)

476, 477, 478, 484, 747, 748, 749, 751, 752, 753, 754.

ORDER.

(*See* Practice.)

485, 486, 487, 538, 539, 578, 580.

OVERCHARGE.

(*See* Rates.)

378, 463, 464, 728.

PARALLEL LINES.

(*See* Competition.)

74, 75.

PARTIES.

(*See* Complaint; Practice.)

135, 207, 208, 229, 283, 328, 330, 389, 415, 465, 511, 534, 535, 536, 537, 574, 578, 584, 634, 635, 657, 695, 772.

PARTY RATES.

(*See* Rates.)

349.

PASSENGERS.

(*See* Carriers; Cars; Preference or Advantage; Rates; Unjust Discrimi

45, 46, 47, 48, 51, 52, 53, 69, 70, 71, 92, 118, 119, 120, 269, 270, 271, 367, 378, 418, 612, 613, 614, 615, 630.

PASSES.

(*See* Free Passes and Free Transportation).

PENDING PROCEEDINGS.

65.

PERISHABLE FREIGHT.

576, 582, 583, 584, 599, 606, 621, 622, 623, 624, 625, 633, 689, 690, 691, 710, 711, 71

PETITION.

(*See* Complaint; Parties; Practice.)

PETROLEUM AND ITS PRODUCTS.

(*See* Oil Rates.)

PIPE LINES.

(*See* Oil Rates.)

287, 288, 670, 671, 672.

POOLING OF FREIGHTS.

(*See* Contracts.)

632, 672, 742, 764, 767.

PORT OF ENTRY.

553.

PORTS OF TRANSSHIPMENT.

374, 377.

PRACTICE.

(*See* Amendments; Complaint; Interstate Commerce Commission; Parti tion; Railroad Company.)

60, 61, 76, 77, 79, 88, 95, 102, 129, 132, 133, 134, 135, 136, 183, 199, 200, 236, 237, 246, 277, 325, 326, 357, 358, 370, 371, 372, 373, 379, 380, 381, 387, 388, 406, 408, 487, 496, 511, 519, 527, 532, 534, 537, 538, 539, 544, 745, 551, 552, 560, 569, 578, 599, 601, 614, 624, 634, 636, 640, 643, 644, 657, 658, 661, 666, 684, 686, 692, 695, 703, 711, 714, 715, 729, 755, 759, 761, 769, 772.

PREFERENCE OR ADVANTAGE.

(*See* Facilities of Traffic; Long and Short Haul Clause; Rates; Reasonabl Relative Rates; Unjust Discrimination.)

73, 74, 81, 82, 85, 87, 88, 92, 93, 94, 107, 108, 109, 118, 119, 120, 141, 142, 143, 144, 151, 172, 181, 203, 205, 220, 221, 245, 252, 260, 262, 265, 303, 304, 313, 330, 337, 367, 413, 414, 424, 432, 435, 440, 442, 443, 450, 467, 472, 475, 477, 483, 490, 497, 505, 506, 507, 514, 517, 518, 528, 531, 538, 539, 546, 547, 548, 553, 554, 555, 556, 585, 589, 595, 600, 608, 632, 636, 638, 641, 653, 654, 655, 656, 657, 661, 677, 678, 682, 692, 696, 697, 698, 699, 703, 704, 705, 706, 707, 708, 716, 722, 726, 743, 762.

PREJUDICE OR DISADVANTAGE.

(*See* Preference or Advantage.)

413, 414, 493, 617, 730.

PRIVILEGE.

(*See* Preference or Advantage.)

63, 64.

PROOF.

(*See* Evidence.)

247, 255, 721, 762.

PUBLIC INTEREST.

446, 471, 477, 488, 497, 501, 506, 534, 535, 537, 546, 547, 583, 589, 590, 714.

QUESTIONS OF LAW.

77.

RAIL AND WATER LINES.

(*See* Rail and Water Competition.)

RAILROAD COMPANY.

(*See* Carriers; Reasonable Rates.)

54, 55, 56, 57, 58, 476, 483, 540, 541, 566, 590, 760.

RAILROADS.

(*See* Carriers.)

RAILWAY CONDUCTORS.

(*See* Free Passes and Free Transportation.)

RATE MAKING.

(*See* Rates; Tariffs.)

472.

RATES.

arriers; Through Rates; Local Rates; Through and Local Rates; Rehearing; ough Routes and Through Rates; Unjust Discriminations; Reasonable es; Preference or Advantage; Relative Rates; Mileage Rates; Tariffs; ffic.)

2, 173, 181, 185, 196, 197, 198, 210, 249, 251, 264, 291, 292, 293, 294, 295, 296, 297, 301, 311, 312, 313, 314, 315, 316, 338, 347, 353, 354, 355, 356, 363, 364, 374, 375, 377, 391, 395, 398, 400, 401, 402, 403, 404, 405, 418, 419, 421, 422, 423, 424, 425, 426, 427, 433, 453, 454, 455, 456, 457, 472, 476, 477, 478, 479, 480, 481, 482, 483, 484, 487, 499, 500, 502, 507, 509, 510, 511, 512, 513, 514, 515, 541, 542, 543, 545, 546, 547, 548, 553, 554, 556, 557, 559, 560, 563, 567, 568, 569, 570, 577, 578, 595, 596, 597, 598, 600, 606, 607, 610, 612, 613, 623, 624, 625, 627, 628, 630, 631, 632, 636, 641, 643, 646, 649, 653, 656, 670, 671, 673, 674, 675, 679, 685, 690, 691, 692, 697, 698, 699, 707, 708, 712, 714, 716, 730, 732, 745, 751, 753, 758, 759, 760, 761, 762, 763, 764, 765.

RATE SHEETS.

(*See* Tariffs.)

239, 337, 345, 772.

RATES, UNREASONABLY LOW.

(*See* Unjust Discrimination.)

242, 243, 292, 294.

RATE WARS.

(*See* Rates Unreasonably low.)

REASONABLE RATES.

(*See* Rates.)

80, 83, 108, 113, 127, 128, 129, 130, 159, 160, 182, 185, 186, 187, 197, 198, 214, 215, 216, 2
231, 246, 247, 249, 251, 264, 283, 285, 288, 304, 314, 316, 323, 324, 327, 336, 353, 354, 3
391, 394, 395, 396, 404, 405, 416, 417, 423, 424, 425, 429, 433, 434, 436, 437, 438, 460, 4
463, 464, 467, 472, 475, 478, 479, 480, 481, 482, 483, 488, 490, 491, 492, 493, 494, 495, 4
507, 508, 509, 512, 513, 514, 516, 517, 518, 519, 520, 521, 522, 523, 545, 553, 554, 559, 5
568, 569, 575, 576, 581, 582, 583, 584, 599, 600, 604, 605, 606, 608, 618, 620, 623, 626, 6
628, 631, 633, 638, 642, 644, 653, 671, 673, 674, 675, 676, 677, 683, 687, 689, 690, 691, 6
693, 694, 695, 705, 709, 712, 716, 720, 723, 726, 737, 738, 741, 745, 746, 747, 748, 751, 7
761.

REBATES.

(*See* Preference or Advantage.)

363, 364, 427, 428, 429, 452, 453, 454, 455, 589, 610, 611, 673, 674, 675, 722.

RECEIVERS.

95, 658, 686, 727.

REGULAR PATRONS.

151.

REHEARING.

(*See* Practice.)

RELATIVE RATES.

(*See* Rates.)

78, 81, 112, 121, 122, 159, 160, 255, 261, 262, 281, 289, 305, 312, 327, 333, 405, 420, 421, 422, 423, 424, 425, 426, 439, 440, 441, 467, 470, 474, 475, 487, 489, 491, 492, 506, 507, 508, 509, 510, 511, 538, 539, 546, 547, 548, 568, 582, 583, 586, 587, 588, 593, 594, 607, 608, 636, 651, 652, 655, 656, 659, 660, 671, 673, 674, 675, 679, 685, 687, 698, 707, 708, 710, 711, 712, 731, 734.

REPARATION.

(*See* Damages.)

371, 408, 605, 608, 617, 618, 624, 625, 671, 672, 685, 686, 689, 691, 708.

REPLICATION.

(*See* Practice.)

76, 406.

RESHIPMENT OF FREIGHT.

5, 6, 7, 8, 9, 111, 112, 113, 114, 115, 116, 160, 315, 400, 401, 416, 417.

RETURN LOADS.

(*See* Cars; Long and Short Haul Clause.)

402, 468, 732.

RIGHT OF WAY.

(*See* Preference or Advantage.)

589.

ROUTING OF FREIGHT.

(*See* Through Routes and Through Rates.)

462, 463, 464, 746, 747, 748.

SCHEDULES.

(*See* Joint Tariffs; Tariffs.)

SECOND SECTION, CONSTRUCTION OF.

1, 34, 35, 36, 37, 38, 41, 47, 69, 70, 71, 73, 87, 88, **92, 93,** 94, 106, 114, 115, 116, 117, 118, 119, **120, 123, 124, 143, 144,** 145, 146, 148, 149, 151, 152, 154, 155, 156, 173, 180, 181, 182, 185, **186,** 188, **190, 192, 193,** 194, 195, 196, 197, 198, 199, 200, 201, 202, 205, 259, 269, 270, 276, **277,** 278, **279, 290,** 292, 313, 324, 344, 355, 363, 364, 367, 368, 369, 374, 375, 376, 377, 394, **414, 419, 424, 425, 426,** 427, 428, 431, 432, 435, 438, 442, 444, 452, 453, 458, 459, 460, 467, **472,** 475, **488, 497, 498,** 499, 500, 501, 504, 505, 506, 528, 545, 547, 558, 562, 577, 578, 589, **593,** 594, **607, 608, 610,** 612, 614, 615, 630, 636, 637, 638, 639, 648, 649, 661, 664, 669, 670, **673, 674, 675, 681,** 682, 683, 709, 710, 711, 712, 713, 714, 716.

SEVENTEENTH SECTION, CONSTRUCTION OF.

85, 486, 487, 494, 519, 525, 527, 528, 532, 534, 537, 538, 539, 544, 545, 552, 553, 554, 572, 573, 577, 578, 580, 584, 601, 634, 658, 714, 715.

SEVENTH SECTION, CONSTRUCTION OF.

359, 416, 417, 572.

SHIPPERS.

265, 267, 268, 330, 352, 363, 463, 465, 474, 583, 713, 736, 739, 740, 746, 755, 757, 765.

SIXTEENTH SECTION, CONSTRUCTION OF.

(*See* Fourteenth, Fifteenth, and Sixteenth Sections, Contruction of.)

SIXTH SECTION, CONSTRUCTION OF.

78, 141, 265, 291, 296, 345, 347, 353, 354, 356, 360, 361, 363, 374, 376, 418, 448, 451, 452, 458, **460, 465, 494,** 495, 557, 589, 573, 579, 602, 607, 673, 675, 724, 772.

SOAP RATES.

474, 475, 493, 552, 593, 594.

SOLDIERS AND SAILORS.

14.

SPECIAL RATES.

553, 559, 560.

SPECIAL EXCURSION RATES.

(*See* Tickets.)

743.

SPECIAL TRAIN SERVICE.

504, 505, 506, 571, 575, 576, 581, 582, 583, 584, 599, **605, 606,** 623, 624, 689, 699, 709, 710, 712, 716.

STATE RAILROAD COMMISSIONS.

(*See* Practice.)

398, 399, 666.

STATE RAILROADS.

(*See* Interstate Commerce; Traffic; Facilities of Traffic; Long and Short Haul Clause; Connecting Lines; Through and Local Rates.)

450, 451, 601, 666, 695.

STEAMBOAT LINES.

(*See* Competition; Through Routes and Through Rates.)

528, 529, 531.

STOCK CARS.

41.

SUBPŒNAS DUCES TECUM.

(*See* Practice; Books, Papers, and Documents.)

379, 380, 381, 382, 383, 384, 385, 386.

TANK CARS.

(*See* Cars; Unjust Discrimination.)

TANK STATIONS.

(*See* Oil Rates.)

516, 517, 518, 519, 520, 521.

TARIFFS.

(*See* Rates.)

157, 158, 171, 173, 265, 291, 345, 347, 353, 354, 356, 360, 363, 364, 377, 407, 408, 418, 419, 453, 454, 455, 458, 459, 460, 461, 465, 473, 478, 485, 496, 517, 520, 557, 568, 577, 578, 579, 595, 603, 607, 673, 724, 772.

TERMINAL CHARGES.

374, 394.

TERMINAL EXPENSES.

538, 539.

TERMINAL STATIONS.

579.

TESTIMONY.

(*See* Evidence.)

THIRD PARTIES.

(*See* Practice.)

545.

THIRD SECTION, CONSTRUCTION OF.

(*See* Preference or Advantage; Through Rates and Through Routes; Facilities of Traffic; Traffic; Relative Rates.)

25, 26, 27, 29, 33, 34, 35, 36, 37, 38, 63, 64, 73, 74, 75, 81, 82, 85, 86, 87, 92, 93, 94, 107, 108, 109, 110, 111, 115, 116, 117, 118, 119, 120, 121, 122, 125, 139, 143, 144, 145, 146, 147, 157, 158, 173, 179, 180, 181, 182, 193, 205, 206, 209, 220, 221, 222, 223, 224, 225, 226, 227, 228, 245, 252, 259, 260, 261, 262, 263, 265, 268, 274, 275, 276, 301, 306, 327, 331, 332, 337, 338, 339, 340, 341, 350, 351, 355, 367, 368, 369, 374, 392, 393, 394, 405, 413, 414, 423, 424, 432, 436, 437, 438, 439, 442, 446, 450, 456, 457, 467, 469, 470, 473, 474, 475, 483, 488, 490, 492, 493, 494, 497, 498, 499, 500, 501, 504, 505, 506, 511, 514, 518, 522, 523, 524, 528, 529, 530, 531, 532, 533, 546, 547, 548, 555, 565, 577, 578, 585, 589, 590, 591, 592, 595, 617, 631, 633, 636, 638, 639, 643, 651, 652, 653, 654, 655, 656, 657, 661, 668, 669, 670, 671, 677, 679, 681, 682, 683, 694, 695, 696, 697, 698, 703, 704, 705, 706, 707, 714, 716, 760, 767.

THIRTEENTH SECTION.

(*See* Complainant; Complaint; Interstate Commerce Commission.)

THROUGH AND LOCAL RATES.

(*See* Rates; Reasonable Rates; Long and Short Haul Clause; Preference or Advantage; Through Routes and Through Rates; Through Rates; Local Rates; Mileage Rates.)

15, 416, 417, 467, 509, 517, 526, 530, 531, 532, 564, 565, 567, 577, 578, 595, 596, 597, 598.

THROUGH BILLS OF LADING.

528, 529, 530, 531, 532, 553, 554, 555, 556, 557, 573, 595, 598.

THROUGH LINES.

(*See* Through Rates.)

THROUGH RATES.

(*See* Mileage Rates; Reasonable Rates; Through and Local Rates; Through Routes and Through Rates.)

89, 185, 196, 213, 214, 215, 216, 303, 304, 305, 306, 309, 310, 311, 312, 313, 314, 315, 323, 324, 456, 457, 509, 526, 528, 529, 530, 531, 532, 571, 599, 604, 607, 608, 619, 636, 660, 695, 706, 716, 718, 721, 746, 747, 748, 749.

THROUGH ROUTES AND THROUGH RATES.

350, 351, 448, 449, 450, 451, 526, 528, 530, 531, 532, 564, 590, 591, 592, 736.

THROUGH SHIPMENTS.

(*See* Through and Local Rates; Connecting Lines.)

TICKET BROKERAGE.

(*See* Tickets.)

295, 297, 298.

TICKETS.

(*See* Passengers.)

26, 27, 28, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 345, 346, 347, 348, 349, 350, 351, 378, 418, 419, 427, 428, 429, 743.

TRADE CENTERS.

(*See* Long and Short Haul Clause; Unjust Discrimination; Preference and Advantage.)

TRAFFIC.

(*See* Interstate Commerce.)

359, 360, 361, 362, 363, 374, 375, 376, 395, 396, 397, 398, 430, 431, 432, 466, 468, 469, 474, 475, 478, 483, 487, 493, 498, 499, 501, 506, 507, 508, 515, 526, 528, 529, 530, 531, 532, 538, 539, 546, 553, 565, 566, 567, 568, 576, 581, 582, 584, 588, 589, 590, 591, 592, 593, 594, 598, 599, 600, 606, 608, 610, 612, 613, 617, 623, 624, 625, 628, 630, 631, 633, 636, 641, 643, 649, 652, 653, 656, 657, 664, 665, 666, 670, 671, 673, 674, 675, 676, 677, 685, 690, 691, 692, 693, 694, 697, 698, 699, 703, 704, 707, 708, 712, 714, 716, 719, 727, 732, 737, 740, 760, 763.

TRANSPORTATION.

(*See* Act to Regulate Commerce; Traffic; Through Routes and Through Rates; Rates; Reasonable Rates; Relative Rates; Preference or Advantage; Long and Short Haul Clause; Unjust Discrimination; Classification; Free Passes and Free Transportation.)

TWELTH AND THIRTEENTH SECTIONS, CONSTRUCTION OF.

353, 364, 366, 379, 380, 381, 411, 485, 486, 487, 534, 537, 538, 544, 545, 569, 574, 601, 602, 604, 606, 616, 617, 618, 658, 659, 702, 715.

TWENTY-FIRST AND TWENTY-SECOND SECTIONS, CONSTRUCTION OF.

4, 10, 11, 14, 45, 46, 47, 48, 51, 52, 53, 260, 348, 349, 407, 418, 419, 612, 613, 614, 615, 630, 740, 743.

UNDERBILLING.

(*See* Billing of Freight.)

162, 163, 164, 165, 166, 167, 168, 169, 170.

UNDUE PREFERENCE.

(*See* Preference or Advantage.)

732, 759.

UNIFORM CLASSIFICATION.

(*See* Classification.)

UNITED STATES COURTS.

485, 486, 717, 785, 738.

UNITED STATES SENATE.

476, 483, 485.

UNJUST DISCRIMINATION.

, 34, 35, 36, 37, 38, 41, 42, 43, 44, 46, 47, 51, 52, 53, 63, 64, 69, 70, 73, 74, 75, 80, 81, 82, 85, 86, 87, 88, 103, 104, 105, 106, 116, 117, 118, 119, 120, 121, 122, 123, 124, 137, 138, 139, 141, 142, 143, 144, 145, 149, 150, 151, 152, 153, 154, 159, 160, 173, 179, 180, 201, 202, 203, 204, 205, 206, 253, 259, 268, 271, 276, 278, 279, 288, 290, 295, 297, 324, 329, 330, 332, 333, 344, 349, 353, 354, 355, 364, 367, 368, 369, 374, 375, 377, 412, 418, 419, 426, 427, 428, 432, 435, 450, 452, 453, 454, 455, 458, 459, 467, 469, 470, 473, 475, 488, 497, 498, 499, 500, 501, 502, 504, 505, 506, 528, 529, 538, 539, 545, 546, 548, 550, 555, 556, 558, 562, 566, 577, 578, 589, 593, 594, 608, 610, 611, 612, 613, 615, 630, 636, 637, 639, 640, 641, 642, 643, 644, 648, 649, 661, 662, 668, 669, 670, 674, 676, 677, 678, 683, 710, 711, 712, 713, 714, 716, 722, 723, 726, 728, 730, 733, 739, 743, 762, 767.

VALUE.

(*See* Traffic.)

403.

VOLUME OF TRAFFIC.

(*See* Traffic.)

466, 731.

WATER AND PIPE LINES.

(*See* Oil Rates.)

516, 517, 518.

WATER AND RAIL LINES.

(*See* Competition.)

6, 457, 516, 517, 528, 529, 530, 531, 532, 543, 590, 591, 602, 605, 661, 662, 663, 664, 665, 666, 692, 693.

WATER COMPETITION.

(*See* Long and Short Haul Clause; Preference or Advantage; Competition.)

, 86, 87, 188, 190, 191, 264, 400, 412, 438, 439, 468, 469, 473, 494, 495, 496, 509, 510, 511, 522, 523, 524, 526, 581, 582, 583, 584, 595, 596, 597, 598, 643, 644, 646, 647, 648, 649, 651, 652, 653, 656, 657, 673, 674, 675, 676, 677, 679, 692, 703, 707, 762.

WEIGHT.

(*See* Classification; Rates; Traffic.)

684, 727.

WHEAT AND WHEAT FLOUR.
346, 409, 547, 548, 600, 697, 698, 731, 732, 733, 734.

WHOLESALE RATES.
(*See* Circumstances and Conditions.)
33, 35, 36, 44, 46, 47, 48.

WITNESSES.
(*See* Evidence; Practice.)

YARDAGE CHARGES.
(*See* Preference or Advantage.)

APPENDIX C.

PRAYER OF PETITION, MOTION, AND ORDER

IN

INTERSTATE COMMERCE COMMISSION

v.

CINCINNATI, NEW ORLEANS AND TEXAS-PACIFIC RAILWAY COMPANY ET AL.

CIRCUIT COURT OF THE UNITED STATES FOR THE SOUTHERN DISTRICT OF OHIO.

No. 4748. In Equity.

INTERSTATE COMMERCE COMMISSION v. THE CINCINNATI, NEW ORLEANS AND TEXAS PACIFIC RAILWAY COMPANY AND S. M. FELTON, THE RECEIVER THEREOF, THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY ET AL.

PRAYER OF PETITION.

Therefore the petitioner prays:

That upon the statements hereinabove embodied and set forth an order be made granting to the petitioner a writ of injunction, or other proper process, to restraining the pendency of this cause, restraining the defendants herein, their officers, servants, and attorneys, from continuing in their violations of and disobedience to the said order of the Commission.

That the defendants herein, the Cincinnati, New Orleans and Texas Pacific Railway Company, and S. M. Felton, the receiver thereof; the Louisville and Nashville Railroad Company; the East Tennessee, Virginia and Georgia Railway Company, Samuel Spencer, Charles M. McGhee, and Henry Fink, the receivers thereof; Southern Railway Company; the Western and Atlantic Railroad Company; Nashville, Chattanooga and St. Louis Railway Company; the Alabama Great Southern Railroad Company; the Atlanta and West Point Railroad Company; the National Railroad and Banking Company of Georgia, and H. M. Comer and R. Hayes, the receivers thereof; the Georgia Railroad Company; the Georgia Pacific Railway Company, and Samuel Spencer, F. W. Huidekoper, and Reuben Foster, the receivers thereof; the Norfolk and Western Railroad Company; the Royal and Augusta Railway Company; the Richmond and Danville Railroad Company, and Samuel Spencer, F. W. Huidekoper, and Reuben Foster, the receivers thereof; the Savannah, Florida and Western Railway Company; the Seaboard and Roanoke Railroad Company; the South Carolina Railway Company, D. H. Chamberlain, the receiver thereof; the South Carolina and Georgia Railroad Company; the Western Railway of Alabama; the Wilmington and Weldon Railroad Company; the Wilmington, Columbia and Augusta Railroad Company; the Louisville, New Albany and Chicago Railway Company; the Chicago and Great Railroad Company; the Chicago and Eastern Illinois Railroad Company; the Cincinnati, Hamilton and Dayton Railroad Company; the Cleveland, Cincinnati, Chicago and St. Louis Railway Company; the Evansville and Terre Haute Railroad Company; the Illinois Central Railroad Company; the Louisville, Evansville and St. Louis Consolidated Railroad Company; the Peoria, Decatur and Evansville Railway Company; the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company; the Terre Haute and Indianapolis Railroad Company, and the Wabash Railroad Company, be given such short notice of this proceeding, and to severally appear herein, as the court shall deem reasonable; that such notice be issued and served upon them, their officers, agents, or servants, in such manner as the court may direct, and that court will, at a time and place to be stated in said notice, proceed to hear and determine this matter as a court of equity, verifications of any answers which may be filed herein by said defendants or any of them being hereby specially waived; and that the court will so order that the formal pleadings and proceedings applicable to ordinary suits in equity shall be dispensed with, and that the findings of fact set forth in the said report of the Commission shall in all respects be prima facie evidence of the matters therein stated, and so order that this matter shall proceed to speedy hearing and determination.

That upon such determination an order, decree, writ of injunction, or other proper process may be issued, restraining the said defendants, and each of them, their officers, servants, and attorneys, from further violating or disobeying the requirements of said order of the Commission, and enjoining perpetual obedience

to the same; and further requiring each of the said defendants to pay into co
or in such other manner as the court may direct, such sum of money, not exceed
the sum of $500, for every day, after a day to be named therein, that they or
of them shall fail to obey the said order, decree, injunction, or other proper pro
4. For such other and further relief in the premises as to the court may
meet and the petitioner's cause may require.

THE INTERSTATE COMMERCE COMMISSION,
[L. S.] By EDW. A. MOSELEY,
The Secretary thereof, thereunto duly authorize

MOTION OF PETITIONER.

Now comes the Interstate Commerce Commission, petitioner in the ab
entitled cause, by Harlan Cleveland, United States district attorney for the south
district of Ohio, and respectfully moves and prays, under the provisions of an
of Congress entitled "An act to regulate commerce," as amended, and particul
the sixteenth section thereof, for the issuance of an order notifying the defend
in said above-entitled cause, respectively, to file answer to the petition now on
therein on or before a day certain to be fixed by the court, and also to app
before the court here at such time as may be fixed by the court, and then
there, *First*, show cause from the record made before the said Interstate C
merce Commission in certain cases named and described in said petition, why
order of the said Interstate Commerce Commission, also set forth in said petit
and based upon said record, should not be held lawful, and to that end, that
petitioner, the said Interstate Commerce Commission, be required by said or
to produce said record here at the time aforesaid; and, *Second*, in the event
appears from said record that said order was lawful, and the court so holds, t
said defendants, if they desire to further contest the enforcement of said order,
required then and there, after the aforesaid proceedings shall have been had,
make such further showing and produce such additional testimony or mat
which is not embraced in said record and was not before said Commission as th
may be advised is material.

And the petitioner, the said Interstate Commerce Commission, further pra
that, in pursuance of said section 16 of the act to regulate commerce, the pr
ceedings herein be conducted in such summary manner, under the direction
the court, as to speed the hearing and determination of the matter herein involve
and without the formal pleadings, proceedings, and rules applicable to ordina
suits in equity.

And the petitioner, the said Interstate Commerce Commission, further move
and respectfully prays, that the secretary of the said Interstate Commission, a
public officer, be authorized and directed in said order to make service of said
order and of this motion and of said petition upon the defendants by registering
and depositing in the mails of the United States true copies thereof, duly authen-
ticated under the seal of the said Commission and correctly addressed to the said
defendants, who are natural persons, or to the president, or one of the vice-presi-
dents, or the secretary, or the general manager, or the general superintendent of
each of the corporate defendants, and to promptly make and file a return of such
service with the clerk of this court.

Filed this 26th day of September, A. D. 1894.

HARLAN CLEVELAND, *U. S. Dist. Atty.*
L. A. SHAVER, *of Counsel.*

THE UNITED STATES OF AMERICA,
Southern District of Ohio, Western Division, } *ss:*

At a stated term of the circuit court of the United States of America within and for the western division of the southern district of Ohio, in the sixth judicial circuit of the United States of America, begun and had in the court rooms, at the city of Cincinnati, Ohio, in said district, on the first Tuesday of April, being the third day of that month, in the year of our Lord one thousand eight hundred and ninety-four, and of the Independence of the United States of America the one hundred and eighteenth—

Present, the Honorable George R. Sage, district judge, sitting and holding circuit court.

On Wednesday, the 26th day of September, A. D. 1894, among the proceedings had were the following, to wit:

ORDER OF COURT.

ading the petition filed herein under the provisions of an act of Congress l "An act to regulate commerce," approved February 4, 1887, as amended approved March 2, 1889, and February 10, 1891, and supplemented by an proved February 11, 1893, and the accompanying motion, and after due ration of said petition and motion—

ordered, first, That the defendants in this proceeding be and are hereby ed to severally file answer to said petition on or before Monday, the 22d day ober, 1894.

nd, That said defendants be and are hereby severally required to appear the court here on Monday, the 19th day of November, 1894, and then and show cause from the record made before the Interstate Commerce Commis- the petitioner herein, in certain cases named and described in said petition, he order of said Commission, also set forth in said petition and based upon ecord, should not be deemed and held to be lawful, and to this end that the oner, the Interstate Commerce Commission, be, and are hereby, required to e said record before the court at the time aforesaid.

rd, That in the event it appears from said record that said order was lawful e court so finds, then the defendants if they desire to further contest the y of said order, are hereby required, then and there, after the aforesaid dings shall have been had, to make such further showing and produce such onal testimony and matter which was not embraced in said record and was evidence before said Commission as they may be advised is material.

rth, That in pursuance of section 16 of the act to regulate commerce oceedings herein shall be conducted in such summary manner as, under the ion of the court, will speed the hearing and determination of the matter ed, and without the formal pleadings, proceedings, and rules applicable to ry suits in equity.

l *it is further ordered*, That the secretary of the Interstate Commerce Com- n be and is hereby authorized and directed to make service of this order, the accompanying motion, and of the petition herein, upon said defendants gistering and depositing in the mails of the United States true copies thereof, uthenticated under the seal of the said Commission and correctly addressed said defendants, who are natural persons, or to the president, or one of the residents, or the secretary, or the general manager, or the general superin- nt of each of the corporate defendants, and to promptly file a return of such e with the clerk of this court.

UNITED STATES OF AMERICA,
Southern District of Ohio, Western Division, } *ss:*

njamin R. Cowen, clerk of the circuit court of the United States within r the division and district aforesaid, do hereby certify that the foregoing is truly taken and correctly copied from the journal of said court.

stimony whereof I have hereunto set my hand and affixed the seal of said at the city of Cincinnati, Ohio, this 26th day of September, in A. D. 1894.

B. R. COWEN, *Clerk.*
By JANIE W. F. COWEN, *Deputy Clerk.*

September 26, 1894.

B. R. COWEN, *Clerk.*

e copy:

Secretary of the Interstate Commerce Commission.

HINGTON, D. C.

APPEN

ERS OF THE

CONTENTS

BEFORE THE INTERSTATE COMMERCE COMMISSION.

IN THE MATTER OF THE FORM AND CONTENTS OF RATE SCHEDULES, AND THE AUTHORITY FOR MAKING AND FILING JOINT TARIFFS.

Decided September 8, 1894.

REPORT AND OPINION OF THE COMMISSION.

BY THE COMMISSION:

The various difficulties connected with the form and contents of tariff schedules, the importance of uniformity in their arrangement and simplicity in their statements, and the duty of bringing them into conformity with the requirements of the statute, have been matters of concern to the Commission from the time of its organization. In the First Annual Report to Congress the conditions existing before the act to regulate commerce was enacted are described in the following language:

"Then their rates were changed at pleasure and without public notification; their dealings to a large extent were kept from the public eye, the obligation of publicity not being recognized; and the public were therefore without the means of judging whether their charges for railroad service were reasonable and just or the contrary."

"But the publications actually made only increased the difficulties. Railroad rates difficult enough to be understood by the uninitiated when printed plainly in one general tariff with classification annexed, became mysterious enigmas when several different tariffs were printed, as was the case in some sections; some relating to competitive points and others to what were called local points, and each referring to voluminous and perhaps different classifications, which were printed but not posted, and which were observed or disregarded at will in the rates as published. Such unsystematic and misleading publications naturally led to many overcharges and controversies, and naturally invited and favored special rates and injurious preferences."

Subsequently, in the same report, referring to the tariffs which had been filed by the carriers under the sixth section of the act, the Commission said:

"But though the carriers make and file their tariffs as required by the act, there is no general uniformity to the tariffs or to the classifications, either in form or general method of preparation. This is unfortunate for several reasons, but especially because the public, who have to deal with many carriers, are likely to be confused between the different methods of giving information, and possibly to be misled in some cases. The difficulty of making use of them for the purposes of the Commission is also greatly enhanced by the want of uniformity, and the Commission would be very glad to correct it if that were possible."

And in concluding this report the Commission made several recommendations, among which was the following:

"The Commission ought also to have the authority and the means to bring about something like uniformity in the method of publishing rates, which is now in great confusion, and to carefully examine, collect, and supervise the schedules, contracts, etc., required by the law to be filed."

When the Second Annual Report was submitted, measures were pending before Congress for enlarging the powers and duties of the Commission in regard to railway tariffs, and the following comment was deemed a sufficient reference to the subject:

"Much still remains to be done in order to assure a complete and adequate supervision of the transportation schedules furnished by the carriers. No uniformity in form has yet been reached, nor has any general system been adopted under which they are prepared. Amendments to the act, now pending in Congress,

are designed to enable the Commission to enforce the adoption of better and m systematic methods, which are greatly needed."

By an amendment approved March 2, 1889, the sixth section of the act w changed in several important respects and the provision inserted:

"The Commission may determine and prescribe the form in which the schedu required by this section to be kept open to public inspection shall be prepared a arranged, and may change the form from time to time as shall be found expe ent."

The authority conferred by this enactment has not heretofore been exercis through definite and formal orders, because the Commission has believed it mo expedient to promote the correction of rate sheets by calling the attention of in vidual carriers to particular defects, and by general suggestions to railway o cials which have been so far adopted as to accomplish much improvement in t construction of tariff schedules. The obligations imposed by the statute a knowledge of the power possessed by the Commission were reasonably expect to secure substantial observance of the law in this regard, without resort to sp cific and mandatory directions. It was thought preferable to bring about refor in the arrangement and contents of public tariffs through the voluntary action railroad managers, rather than by issuing explicit and compulsory orders.

In pursuance of this policy, and to obviate the necessity of a voluminous corr spondence concerning matters of detail, the Commission instructed its auditor prepare a statement of its views regarding the general features of tariff constru tion which would effect compliance with the amended statute. This statemen was published in pamphlet form in December, 1891, and widely distributed t railroad officials having charge of the preparation of rate sheets, and to other pe sons presumably interested in such an announcement. It set forth at considerab length the various questions involved, and stated quite fully the information whi should be given to the public in the published schedules of carriers subject to t act. If the directions contained in this publication had been followed, no furth action by the Commission in respect to this provision of the law would seem to b required. While, however, a general willingness has been displayed by railwa managers to comply in minor details with the suggestions then made, the Com mission has been somewhat disappointed in its expectations concerning matters primary importance, and has long been impressed with the imperfections an omissions of many of the rate sheets which are in current use. Such defects a especially observed in the arrangement and recitals of joint tariffs under whi the greater portion of interstate traffic is carried on. In numerous instances the tariffs fail to give the names of participating carriers—the parties to the agre ment—omit any statement as to routes employed in effecting the transportatio and are otherwise wanting in information believed to be of consequence to t public and required by the statute to be disclosed.

There has been some failure, we apprehend, to recognize the full purpose these provisions which relate to the construction and publicity of tariff schedul Many railroad officials apparently suppose that the sole object in view is to acqua shippers and passengers with the scale of charges which carriers may lawfu impose for the services they are called upon to perform. This conception is clea inadequate, for it takes no account of the relation of such requirements to t general scheme of public regulation. Beyond the information to which the in vidual patron of the railroads was deemed entitled, Congress intended that agency intrusted with the duty of administering the law should be supplied w the means of becoming familiar with the entire body of rates throughout country, to the end that complaints of injustice and exaction might be more in ligently considered and relative reasonableness in transportation charges m effectually secured. This purpose was pointed out by the Commission in its re of an investigation concluded in March, 1889, wherein, among other comme the following observations were made:

"It is proper to add, however, that the requirement of publication found in law is based upon many other considerations besides that of affording informa to local shippers. The necessity of establishing and maintaining a steady, form, open tariff rate is of paramount importance, in view of the evils which act to regulate commerce attempts to correct, and obviously the first and m efficient method of regulation is the requirement of constant publicity."

Re Atlanta & W. P. R. Co., 2 Inters. Com. Rep., 480; 3 I. C. C. Rep., 75.

This opinion was expressed, it should be remembered, concerning the sixth tion of the act as it existed before the amendments of March 2, 1889, were adop and without reference to the added authority at that time conferred upon Commission to "determine and prescribe the form in which the schedules" of r and charges "shall be prepared and arranged." The enlarged obligations cre

ese amendments were plainly designed to aid the enforcement of the law in respects, as well as to furnish individual shippers with more accurate knowl- respecting the rates and regulations of public carriers.

e reciprocal duties arising under this section must be regarded as fundamental e purpose of the whole enactment.

ny system of laws adapted to the regulation of interstate commerce will include requirement of a common standard of compensation, and provide alike for its r comprehension and its suitable publicity. The charges for railway transpor- on should be uniform to all and readily understood by all. The publication tariffs in convenient form, adequate in statement and properly authenticated, ssential to the enforcement of reasonable rates and impartial treatment. So r as possible the schedules should be simple in arrangement, ample in their dis- sures and free from ambiguity. Otherwise the opportunity is afforded for ading the law by discriminating practices and unjust exactions. This is pecul- rly true of joint tariffs issued by two or more carriers whose connected roads e operated as a single and continuous line. The increased and often enormous ileage which is thus brought under a common control, the great volume of traffic hich thereby receives speedy and uninterrupted movement, and the temptations favoritism arising from competition between rival systems, render it specially ecessary that the public schedules under which business of this character is con- ucted should answer all the requirements of the statute. That many of the joint ariffs now employed are not in accord with these provisions is practically admit- ed by railway managers. They are often faulty in form, imperfect or ambiguous in disclosures, and generally lacking in proper evidence of their authenticity. When such a tariff is filed by one of the associated lines only, as is usually the case, if the participating carriers are not designated and no proof of their concur- rence is furnished, it is quite possible for the latter to avoid liability, when charged with criminal misconduct in respect of a joint rate so issued, by denying knowledge of its existence or consent to its publication, although the fact that they carried traffic apparently under that tariff may be clearly established. If a connecting carrier which joins in the transportation of freight received from the initial carrier is prosecuted for violating the joint rate published by that initial carrier alone, there can be no conviction without proof, often impossible to obtain, that such connecting carrier agreed to the joint rate in question or authorized its promul- gation. On the other hand, if it is assumed that the connecting carrier is not a party to the joint rate so issued, for want of assent thereto or concurrence therein, and the charge of unlawful conduct is based upon the acceptance of less than its own local tariff, such connecting carrier may refute the accusation by asserting that it had consented to the joint schedule issued by an initial carrier and was in fact a party thereto. Thus the ground of defense can be shifted to meet the the- ory of the prosecution, and a given carrier actually guilty of wrongdoing may secure immunity from punishment, through inability to determine before its dis- closure is forced, whether it is or is not bound by the joint tariff which another carrier has published and filed.

When such avenues of escape and evasion are afforded by the rate sheets in common use there must be something at serious fault in their contents and con- struction. Defects in tariff schedules provide opportunity for inhibited practices which might not otherwise be available, and tend to defeat in greater or less degree the beneficial purposes of publicity. More than this, they indicate a meas- ure of disrespect for the law and a disposition to avoid its wholesome restraints. They render its enforcement in many cases impracticable, weaken the authority of its various restrictions, and not unfrequently prove an aid to prohibited and inequitable dealings between shipper and carrier.

Without enlarging upon these considerations or specifying in greater detail the reasons for dissatisfaction with existing methods, it is sufficient to say that the Commission has believed for some time that the authority conferred by the amend- ment of 1889 should be more directly and formally exerted, with the view of securing rate sheets and joint schedules which shall meet the requirements of the statute. Desiring to proceed with all needful caution, and not unmindful of the difficulties involved in any adequate scheme of tariff construction, it was deemed suitable to acquaint the principal railroad managers with the purpose of the Com- mission and to invoke the aid of their practical experience. To this end the fol- lowing circular letter was issued at the date therein named:

"INTERSTATE COMMERCE COMMISSION,
"*Washington, January 20, 1894.*

"DEAR SIR: The Commission having determined to prescribe the form of sched- ules of rates and charges required by the act to regulate commerce to be kept open to public inspection, in accordance with authority conferred by the sixth

section thereof, and desiring that while fully meeting the requirements of the l the form adopted shall not be unnecessarily burdensome to the railways by re of the expense or otherwise, it is thought proper to invite the carriers subject the act to send representatives to a conference to be held at the office of the Co mission in Washington on Monday, February 12, 1894, when opportunity will afforded to offer suggestions regarding the preparation of such a form (especia suggestions as to a form for joint tariffs) as will comply with the requireme of the statute. In the meantime the Commission will be glad to receive sugg tions by letter from those interested.

"Respectfully yours,

"WM. R. MORRISON, *Chairman.*"

In reponse to this invitation a large number of traffic officials assembled at t office of the Commission on the 12th of February, 1894, and the subject was di cussed at considerable length during that and the succeeding day. An unde standing was then reached that a subsequent conference should be held, at whic the representatives of the railroads, who were to consult with each other in t meantime, would submit to the Commission some feasible plan for accomplishin the main ends desired. This second conference was held pursuant to the follow ing call, issued March 2, 1894:

"INTERSTATE COMMERCE COMMISSION,
"*Washington, March 2, 1894.*

"DEAR SIR: Pursuant to a call issued on January 20, 1894, a conference was held at the office of the Commission on February 12 and 13, ultimo, for the pur pose of affording the representatives of the carriers an opportunity to offer sug gestions regarding the form in which schedules of rates should be arranged to meet the requirements of the statute. A copy of the proceedings of the confer ence is herewith inclosed for your information. At the request of those present a second conference will be held at the office of the Commission in Washington on Wednesday, March 14, 1894, at 11 a. m., at which you are invited to be present.

"Respectfully,

"WM. R. MORRISON, *Chairman.*"

The proceedings of these two conferences, which have been published in full from the stenographers' minutes and mailed to the principal traffic officials of the country, disclose the views of those present concerning the objects sought to be accomplished by the Commission and the feasibility of various suggested plans for simplifying the forms and improving the construction of tariff schedules.

It seemed to be generally conceded by the railroad representatives who attended these meetings that the rate sheets now employed are unsatisfactory in many re spects and fall short of the standard contemplated by the statute. The disposition was repeatedly avowed to make such changes and corrections as might be required by the Commission, though much stress was laid upon the difficulties involved in any radical departure from existing methods. While the discussion at these con ferences extended to a wide range of topics, and much of it was of an informa character, there were three subjects which received special consideration, and which are entitled to more or less prominence in this report. These are (1 "proportional tariffs," as they are called; (2) the designation on joint tari sheets of the carriers which are parties thereto and the routes formed by the connected lines, and (3) the evidence that joint tariffs filed and published by on carrier are assented to and binding upon the participating carriers.

The first of these questions relates to a certain rule or principle of rate making rather than to the medium by which charges are made known to the public; th others relate to the contents of the published rate sheet and the proofs of it authenticity.

The employment of proportional tariffs appears to be very extensive, and the are applied to a large percentage of interstate business. Such tariffs establis rates of carriage which are lower between given points when the traffic has under gone transportation before reaching the first point, or is to be further transporte after reaching the second, than the rates charged on like traffic which originate at one of such points and terminates at the other. The rates from New York t Chicago, subject to the official classification, may be cited as an illustration, viz:

	Classes, in cents per 100 pounds.					
	1	2	3	4	5	6
Regular rates	75	65	50	35	30	
Proportional rates	70	61	47	33	29	

The higher rate is charged on shipments destined to Chicago, the lower proportional rate is accepted for the carriage between those cities when the shipments are consigned to points beyond Chicago. Traffic rom the Atlantic seaboard to the various Mississippi River crossings is also governed, to a very great extent, by a similar system of charges. The Eastern lines have not been accustomed to publish rates to points west of the Mississippi; on such business they advertise and accept a lower rate for hauling to the river than they exact on shipments terminating at the river points. A somewhat different but quite frequent use of the proportional method is described by the following illustration: One railway between Chicago and Kansas City, for instance, has a line of its own west of the Missouri River reaching into the corn-producing region of Kansas. Another railway from Chicago terminates at Kansas City, yet desires to participate in the grain traffic originating in the same corn belt west of the Missouri. The first-named road, extending through to Chicago, naturally desires to route by its own rails the traffic shipped to that market; and, being able to make through rates over its own line, refuses to join in rates from Kansas points to Chicago via its line to the river and thence via the line of its competitor. The latter, however, by means of a low proportional tariff from Kansas City can allow the former its full local rates to that point, and still compete for the business by making through rates to Chicago equally low with those made by the road having its own through line.

Various reasons are assigned by the railroads for resorting to this method of establishing rates. The use of proportional tariffs, it is claimed, furnishes the basis for arriving at the total through rates for a large section of country, when it is impracticable to publish such rates in full by reason of the great number of roads and routes which are or may be employed in effecting the transportation. It is also asserted that cases not unfrequently arise where one carrier will refuse to unite with other carriers, whose lines are physically connected with its own, in forming through routes and publishing joint rates for through traffic. Under these circumstances the proportional plan is alleged to be necessary in order that the carrier which is unable to secure such an arrangement may nevertheless make the same through rates as are offered by competing lines. It is likewise generally urged that proportional tariffs are beneficial to the public, because they supply the advantages of through routes and through rates to many localities which could obtain them in no other way.

We deem it unsuitable, however, to make any further observations at this time upon the subject of proportional tariffs, and purposely refrain from expressing any opinion as to their lawfulness under the act to regulate commerce for two reasons. One reason is, that this proceeding is specially directed to an improvement of the framework and phraseology of published schedules, including evidence of authority for filing joint tariffs, and does not necessarily include the consideration of rate-making rules and practices. Our present concern is with the "forms" of tariff sheets, which are required to be filed and exhibited to the public, rather than with the principles upon which charges are adjusted in the first instance. Rates must be fixed before they can be announced, and the policy which governs their application to varying circumstances of carriage is something quite different from the means devised for insuring their proper publicity. The other reason for reserving the subject of proportional tariffs for further consideration arises from the fact that a similar question is directly involved in another proceeding, now pending before the Commission, upon the petition of a party claiming to be aggrieved by the operation of this method of rate construction. Our views respecting tariffs of this description will be more appropriately made known in the decision of that case.

The failure to apprise the public and the Commission, by announcement upon the printed schedules or otherwise, of the names of participating carriers responsible for the rates named in joint tariffs, and the routes by which traffic may be consigned at those rates, occasions much uncertainty and confusion, and constitutes a considerable obstacle to the enforcement of the statute. This defect in the form of published tariffs should be corrected to the fullest practicable extent. It is extremely desirable that joint schedules applied to the traffic of connecting lines should definitely name all the participating roads and indicate the various routes by which they undertake to afford transportation at designated rates. Theoretically at least, such a disclosure is necessary to a complete statutory joint tariff. If this information is withheld, the printed schedule must in every case be open to some degree of criticism; it omits something which apparently ought to be stated, and leaves to inference or conjecture that which should be distinctly announced.

While it seems feasible in all cases to exhibit upon the printed joint tariff the

names of the roads which unite in the joint rates thereby offered to the publication of the various routes formed by their combined lines may be burdensome by many carriers and this requirement will not be insisted upon this time. The explanations made and reasons advanced by the gentlemen attended the recent conferences, together with well-known facts of which take official cognizance, incline us to this conclusion.

In some sections of the country the carriers have entered into associations each other for the purpose, among other things, of establishing a system throughout the territory which they serve, and are in effect operating under "common arrangement" in respect to transportation charges between the ous points in such territory. The scale of charges thus fixed is given generlicity and is in the nature of a standing proposition between the members to all other carriers to receive and forward the various classes of freight rates agreed upon by the association. To require every joint tariff in such to show in detail all the different routes which are available to shippers be a somewhat burdensome exaction without corresponding advantage to the lic. The difficulty appears to be still greater where an outside line desires association rates, in connection with its own, in naming charges to points sociation territory; under circumstances of that nature, the enumeration various routes to the large number of possible destinations would be a considable hardship if not a practical impossibility. But in the great majority of we believe it is entirely practicable to set forth upon the published tariffs not the names of the participating carriers, but also the routes operated by them the joint rates filed in pursuance of their mutual agreement. For the present however, the publication of routes will not be exacted by a definite and unqualorder, though we may rightfully expect that this information will be given ture joint tariffs, unless conditions exist which fairly excuse a relaxation rule. It is our desire to exercise the authority conferred upon us in aid substantial purpose of the law, rather than to insist upon the technical observe of its provisions.

The third subject discussed at those conferences admits of somewhat exact and satisfactory treatment. It was freely admitted by the railroad officials attendance that the Commission should be furnished with proof of the authunder which joint tariffs are published and filed. Such tariffs necessarily an agreement between two or more carriers by virtue of which they offer united services at the rates therein named. They must have entered into certain relations with each other, by express stipulation or mutual understanding, impose upon the several parties thereto the obligation to accept, for the transtion proposed by them, the aggregate charge stated in their advertised schedules. If such contracts were in writing and filed with the Commission, as other written contracts are required to be filed, the instrument itself would be the best evidence of their arrangement, and no occasion would arise for additional proof. But agreements are very rarely, if ever, reduced to writing. Almost invariably rest in parol; quite often they are mere understandings between traffic managers having no more definite basis than long continued custom or the doctrine of implied consent.

When a joint tariff is published under such circumstances by one of the constituent roads there is no producible evidence, under the existing practice, the other interested roads have assented to the rates thus announced. If one carrier files a tariff purporting to establish joint rates with other carriers with agreement therefor—express or implied—exists between them, such carrier transcends its authority, misrepresents the facts, and misleads the public; if there agreement between them, the evidence thereof should be a matter of record otherwise readily obtainable. These propositions are wholly undisputed; there seems to be a unanimous concession that joint tariffs filed with the Commission as required by law should be accompanied in every instance with some proof of their authenticity.

Without commenting on the various plans suggested for accomplishing this purpose, it may be said that the most practicable method, all things considered, appears to be one brought forward at these conferences, by which each party to a joint tariff, other than the party filing the same, shall immediately upon the issuance thereof send to the Commission a written statement or certificate indicating its acceptance of and concurrence in the rates and charges named in such tariff. It is assumed that the carrier which publishes a tariff of this kind will ordinarily send copies of the same to all other carriers expected to participate the joint service thereby announced, and it must be entirely feasible for the carriers receiving such a tariff to forward to the Commission official notice that they assent to the arrangement and are parties thereto. Thus by a simple and

process every party to a joint tariff will be identified, and the liability of each participating carrier will be capable of easy and suitable proof. The extreme difficulty in many cases of showing the authority for each joint tariff upon the face of the printed document, and the practical objections to other proposed plans, warrant the Commission in sanctioning this method, at least to the extent of testing its merits by actual use. Its adoption will therefore be required.

The further consideration which we have endeavored to give this subject of tariff construction leads to a reaffirmance of the general principles laid down in the pamphlet of December 1, 1891, above referred to. The recommendations then made by the Commission are still believed to be founded upon correct views of the law and the obligations imposed by its provisions. We yield to the representations of railroad officials who contend that joint tariffs can not in every case contain a statement of all the routes to which they relate, and we approve the plan for authenticating such tariffs by separate certificates filed with the Commission, as a suitable and effective method of accomplishing the main purpose of the statute in this regard. This mode of furnishing authority for filing joint tariffs is expected to be applied as well to future amendments or supplements to such tariffs, and also to classification sheets and other documents for the issuance of which some evidence of authorization should be supplied. Except as indicated above, the directions published in 1891 are intended to be repeated.

The Commission has no desire to enjoin the observance of needless formalities, or to subject any carrier to unnecessary expense. We appreciate the difficulty of preparing rate sheets which approximate a perfected standard and cover every point to which criticism might be directed. Nor is it by any means easy to formulate specific rules which shall govern the details of tariff construction and serve as an unvarying pattern in all cases. For this reason among others the order founded upon the present inquiry will be confined to general injunctions, except as to matters which obviously require more definite disposition. So far as specific directions are now given they are in accord with the declarations of railway officials at the conferences called by the Commission and in line with resolutions adopted by the freight committees of the Trunk Line and Central Traffic association.

If the instructions contained in the pamphlet of December, 1891, are fairly observed, the grounds of complaint will be mainly removed. As those instructions are now modified in respect to routes in exceptional cases, they constitute a body of rules which traffic officials can follow without hardship or difficulty.

In addition to the matters already mentioned, attention is invited to the suggestions relating to numbering, titles, amendments and supplements, manner of changing and abrogating current tariffs, and other features of more or less importance in the construction of rate sheets. Copies of the pamphlet will be sent out with this report, and compliance with its directions will hereafter be required. By following those directions we believe that railway managers can greatly improve their published schedules and speedily bring them into substantial conformity with the demands of the statutes. Such a result will prove alike beneficial to the carriers and advantageous to the public.

We summarize this review in the following order:

ORDER.

The Commission having under consideration the rate sheets, schedules, and joint tariffs which, under the sixth section of the act to regulate commerce, are required to be filed in its office and to be kept open to public inspection, and having discussed the subject with a large number of traffic officials, who, for that purpose, met the Commission in response to its invitation; and having, as the result of such conference, made and filed the foregoing report and opinion; and being convinced that the directions contained in the pamphlet published December 1, 1891, should be complied with, in order to bring such rate sheets, schedules, and joint tariffs into conformity with the statute, and to correct the defects and omissions which are now observed in such publications; and having found, and decided among other things that evidence of authority for making and filing joint tariffs should in all cases be furnished to the Commission:

It is ordered, That all common carriers subject to the act to regulate commerce shall, in all future issues of their rate sheets, schedules, and joint tariffs, including all future amendments and supplements to existing joint tariffs, comply with and conform to the general rules laid down in said pamphlet of December 1, 1891, as modified by this order.

It is further ordered, That all joint tariffs hereafter filed, and all future amendments and supplements to existing joint tariffs, be hereafter so arranged and printed as to show distinctly the names of the several parties thereto.

And it is further ordered, That all common carriers subject to the act which

shall hereafter be named as parties to any joint tariff filed and published by another carrier, or as parties to any amendments or supplements to existing joint tariffs, shall forthwith upon the publication thereof file with the Commission a statement or certificate showing their acceptance of and concurrence therein and making themselves parties thereto, which said statement or certificate shall be substantially in the following form:

To the Interstate Commerce Commission, Washington, D. C.:

This is to certify that the ——— ——— Company assents to and concurs in the publication and filing of the schedule described below, and hereby makes itself a party thereto.

Dated ——— ———.

DESCRIPTION OF SCHEDULE.

Kind.	Number.	Date of issue.	Date effective.	Issued by (name of road).
Tariff				
Supplement				
Amendment				
Circular				
Classification				

(Sign.) ——— ———.
——— ———.
——— ———.

A true copy:
[SEAL.]

EDW. A. MOSELEY, *Secretary.*

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 13th day of December, A. D. 1894.

Present: Hon. WILLIAM R. MORRISON, *Chairman*, Hon. WHEELOCK G. VEAZEY, Hon. MARTIN A. KNAPP, Hon. JUDSON C. CLEMENTS, Hon. JAMES D. YEOMANS, *Commissioners.*

IN THE MATTER OF THE FORM AND CONTENTS OF RATE SCHEDULES AND THE AUTHORITY FOR MAKING AND FILING JOINT TARIFFS.

SUPPLEMENTAL ORDER.

It appearing that the certificates filed by many carriers, under the recent order of the Commission, fail to contain such a description of the schedules as will permit of complete identification; that upon many such certificates the description has reference either to the rate or to commodities, while on others the titles of schedules are partially and incorrectly stated, dates omitted, and names of issuing carriers abbreviated; that the size of certificate adopted by many carriers is not sufficiently large to contain a full description of the schedule, and that by reason of these and other deficiencies many of the certificates now being filed are inadequate for the purpose intended:

Now, in view of the objects sought to be accomplished by the order referred to, and the importance of uniformity in the size, contents, and arrangement of these certificates, the Commission has decided to prescribe more particularly;

And does hereby order and prescribe a *form of certificate* to be adopted by all carriers having occasion to use the same, which must contain a full and accurate description of the joint tariffs covered thereby.

And it is further ordered That on an after the 1st day of January, A. D. 1895, carriers shall furnish certificates of the same form as the blank certificate hereto annexed and made a part hereof, and to observe the following instructions when making and filing the same:

First. Certificates to be printed on paper of this size prescribed for tariffs, viz: 8 inches wide by 11 inches long.

Second. The same certificate shall not be made applicable to more than one schedule.

d. A full and exact description of title of schedule to be given, including me of "series" and "number."
rth. Certificates to be numbered progressively.
h. Certificates to be signed in person by the official filing same, or by some- ily authorized to act for him. In the latter case the Commission should be dvised of the names of persons to whom such authority has been given. persons are required to affix their signature in full to the name of the official iom they act.
h. Two copies of each certificate should be sent to the Commission; one will ained, and the duplicate receipted and returned.
rision is made in the form of certificate hereby prescribed for the insertion e and number when schedule covered by the certificate bears separate de- ive title of certifying road.
he requirement regarding the posting of schedules mainly devolves upon the carrier it is expected that such carriers will in all cases file joint tariffs to they are a party; when so filed the participating carriers should file certifi- only.
it is further ordered, That a copy of this order be served on all carriers sub- the act to regulate commerce.
rue copy.

EDW. A. MOSELEY, *Secretary.*

---

prescribed by the Interstate Commerce Commission, accompanying Supplemental Order d December 13, 1894. In the Matter of the Form and Contents of Rate Schedules and the iority for Making and Filing Joint Tariffs.]

THE NATIONAL RAILWAY COMPANY,
GENERAL FREIGHT DEPARTMENT,
Washington, D. C., ..., *189* .

—.

IE INTERSTATE COMMERCE COMMISSION,
Washington, D. C.:

is is to certify that the National Railway Company assents to and concurs in publication and filing of the Schedule described below, and hereby makes a party thereto:

---

and { .....
{ .....
ber. { [Here give exact description of title of Schedule, including number and name of series.]

of issue.....

effective .....

by { [Official.] .....
{ [Company] .....

al Railway Company's No.....
[Here insert title and number of certifying road, if any.]

.....

APPENDIX E.

GOVERNMENT OWNERSHIP OF RAILROADS.

IN THE SENATE OF THE UNITED STATES.

AUGUST 27, 1894.—Referred to the Committee on Interstate Commerce and ordered to be printed.

The VICE-PRESIDENT presented the following

COLLECTION OF STATEMENTS FROM THE CHAIRMAN OF THE INTERSTATE COMMERCE COMMISSION RELATIVE TO FOREIGN RAILWAY OWNERSHIP AND OPERATION.

INTERSTATE COMMERCE COMMISSION,
Washington, D. C., August 27, 1894.

SIR: In part compliance with the resolution of the Senate passed August 24, 1894, relating to railroad ownership by foreign governments, I have the honor to transmit herewith a collection of statements contained in various publications treating of foreign railway ownership and operation. The Commission will hereafter furnish the Senate with such further information on the subjects embraced in the resolution as may be obtainable.

Respectfully,

WM. R. MORRISON,
Chairman.

Hon. the PRESIDENT OF THE SENATE.

GOVERNMENT OWNERSHIP OF RAILROADS.

This subject is treated in this paper under the following heads:
1. Relations of governments to the railroads of the world.
2. The foregoing data tabulated.
3. Comparison of freight and passenger rates on government-ow railroads and on roads within the United States.
4. Views of various writers on the subject.

(1) *RELATIONS OF GOVERNMENTS TO THE RAILROADS OF THE WORL*

ARGENTINE REPUBLIC.

The Government owned about 620 miles of railroad in or about t year 1893. In that year the total mileage was 8,053 miles.

AUSTRALASIA.

About five-sixths of the mileage in Australasia belongs to the variou colonial governments. These roads were built principally with money derived from large loans negotiated by agents-general, and their valu forms one of the principal assets for the public debt. The managemen of the Victorian and New South Wales railways having resulted in various abuses, they were, about the year 1884, placed under the direc management of a nonpartisan commission. In addition to the manage ment of existing roads, this commission has charge of the construction of new lines.

AUSTRIA-HUNGARY.

In Austria about 40 per cent of the railway mileage is owned, and about 73 per cent is operated, by the State. Upon the expiration of charters, not exceeding ninety years, the lines, lands, and buildings of the companies revert to the Government, but the equipment remains the property of the private owners. Before a railway is opened it must be approved by the minister of commerce. The tariffs of State roads are fixed by the Government; those of the companies are subject to revision by the Government every three years, and the Government has power to reduce rates, if the net earnings exceed 15 per cent on capital.

BELGIUM.

About three-fourths of the railway mileage in Belgium is owned and operated by the State. The roads not owned by the Government will, under the terms of their charters, ultimately revert to it. Railway affairs are administered by a Government "department of railways, post-offices, and telegraph." The laws regulate tariffs. Railways are exempted from taxation.

BRAZIL.

The State owns about one-fourth of the total railway mileage, but this one-fourth does about one-half of the entire business.

CANADA.

t one-tenth of the total mileage of about 15,000 miles is owned
trolled by the Government. For the year 1892 the operation
Government lines resulted in a loss of over $600,000.

CAPE OF GOOD HOPE (ENGLISH SOUTH AFRICA).

f the railroads are owned by the Government, except one of
2 miles in Cape Colony.

CHILE.

t one-third of the railway mileage is owned by the State.

COLOMBIA.

Government has granted subsidies to the railways with the
anding that, at the end of a certain period, they will become
perty of the Government.

DENMARK.

State owns and controls about three-fourths of the total mileage,
n 1892 was 1,289 miles.

EGYPT.

ailway system, covering about 1,225 miles, belongs to the Gov-
t.

FRANCE.

ne present date by far the larger portion (about five-sixths) of
ench railway system is operated by private companies, each
y serving a definite territory and being comparatively free
e competition of other lines. But the railroad properties are
ely to become the property of the Government. This system is
l one of State and private ownership. The competition of the
lines compelled the Government to lease some of the State lines
former. On account of the necessity for great additional taxa-
ne scheme of nationalization of the railway system was aban-
n 1883.

GERMANY.

ermany nearly 90 per cent of the railway mileage is owned by
vernment. Under the law, the Government is required to man-
railways in the interest of general traffic as a single system.
cause the construction and equipment of roads and enforce
traffic and police regulations. Even the few private railways
trolled by State boards.

GREAT BRITAIN AND IRELAND.

overnment does not own any of the railways. There are strin-
ulations provided by law and administered by the railway com-
and board of trade. New lines can not be constructed without
tion of Parliament. The act of 1844 provided that the Govern-

ment should have the right to acquire any railroad constructed a its date by purchasing the same for a sum equal to twenty-five ye purchase of annual divisible profits, estimated on the average an profits for the three years preceding the date of purchase. If, h ever, the average profit for such three years has been less than 10 cent, and the company thought the purchase price based thereu was inadequate because of the future prospects of the property, matter was to be referred to arbitration. Under this law, howe the Government was not empowered to take branches or extens of old lines constructed after the date of the act unless it took whole system, if the company required it to do so. This law, so as it relates to the Government acquisition of railroads, has ne been acted upon. Twenty-three years later (in 1867) a commiss appointed by the Government to report on the subject stated: "W are of the opinion that it is inexpedient at present to subvert the poli which has hitherto been adopted of leaving the construction and m agement of railways to the free enterprise of the people, under s conditions as Parliament may think best to impose for the gene welfare of the public."

GREECE.

The railways of Greece are nearly all owned and altogether manage by private companies.

GUATEMALA.

The Government owns and operates 30 of the 126 miles of railway in this country.

HOLLAND.

One-half of the railways belong to the State, but that one-half i worked by a private company.

INDIA.

Two-thirds of the railways belong to the Government and the other one-third, owned by private companies, is subsidized.

ITALY.

Italy has tried both State and private railroads, and has come to the conclusion that it is not advantageous for the State to own and operate the railways. The result was a reorganization of the whole railway system. Under the present system private companies operate the State roads under contract with the Government. The contracts run for sixty years, the Government or the companies having the option to terminate them at the end of twenty or forty years, upon a two years' notice.

JAPAN.

Only a small per cent of the railway mileage is owned by the Government. When a charter is granted to a private company for a limited period under the ordinance of 1887 the Government has the right at its expiration to purchase the property at a price calculated upon the average price of the shares during the five years previous to the date of purchase. Prior to 1875 there appears to have been State, prefecture, and village railroads in Japan. State roads are maintained at national expense, but their regulation and repair are in the hands of the prefectures through which they pass. Prefecture roads are main-

nal contributions from the general Government and partic-
or prefectures. Village roads serve petty local districts,
ntained at their expense.

MEXICO.

can railways are owned and operated by private corpora-
rly all have been built by American companies. But the
anted to most of the railway companies contain a proviso
e Government to purchase the railways after the lapse of a
ber of years.

NICARAGUA.

oads of this country are owned by the State.

NORWAY.

the topographical difficulties of the country Norway has
pt a short line of 42 miles, had any other than State rail-

PARAGUAY.

y owns its railways.

PERU.

ays are operated by private companies.

PORTUGAL.

per cent of the mileage is owned and operated by private
Most of them, however, have been aided by the Govern-
gh concessions and subsidies or guaranties. Where aid has
ed it has always been conditioned upon the roads reverting
ernment in ninety-nine years.

RUSSIA.

ernment is stated to own and operate about 40 per cent of
mileage. Nearly all the railways owned by private com-
e received subsidies from the Government. The State is
l on boards of directors, and all expenditures, declarations
ls, etc., must be recommended by the directors and approved
ernment.

SPAIN.

owned and operated by private companies.

SWEDEN.

about one-third of the total mileage of 5,254 was owned by

SWISS CONFEDERATION.

lines of railways in this country belong to private companies,
overnment has direct supervision over them.

TURKEY.

ilways of Turkey all belong to private companies.

UNITED STATES.

The National Government does not own or operate any of the r ways. It is stated that several of the States have tried ownership a limited way. Illinois constructed a road at a cost of $1,000,000, disposed of it for $100,000; Indiana had a similar experience; Geor owns a railroad, but has found it expedient to lease it to a private co pany; Pennsylvania constructed a railroad from Philadelphia to Colu bia, but subsequently sold it; Massachusetts, Michigan, and seve other States tried the experiment without success. (Kirkman.)

URUGUAY.

There are no State railways in Uruguay.

NOTE.—The above statements are based upon the Consular Repor Mulhall's Dictionary of Statistics, Reports of the Interstate Commer Commission, Statesman's Year Book, 1894, Reports of Bureau of Am ican Republics, and various other authorities hereinafter cited.

(2) *THE FOREGOING DATA TABULATED.*

A table showing to what extent governmental ownership and oper tion of railways obtains in the principal governments of the world:

Country.	Year.	Total mileage.	Mileage owned by State.	Mileage owned by private companies.	Mileage operated by State.	Mileage operated by private companies.	Per cent of mileage owned by State.	Per cent of mileage owned by private companies.	Per cent of mileage operated by State.	Per cent of mileage operated by private companies.
Argentina	1893	8,053	620	7,433	620	7,433	7.70	92.30	7.70	92.30
Australasia	1893	12,060	10,619	2,041	10,619	2,041	83.88	16.12	83.88	16.12
Austria-Hungary	1893	17,619	7,044	10,575	12,923	4,696	39.98	60.02	73.35	26.65
Belgium	1893	2,810	2,018	792	2,018	[2]792	71.81	28.19	71.81	28.19
Brazil	1892	6,375	1,700	4,675	1,700	4,675	26.67	73.33	26.67	73.33
Canada	1892	14,588	1,459	13,129	1,459	13,129	10	90	10	90
Cape of Good Hope	1892	2,444	2,252	192	2,252	192	92.14	7.86	92.14	7.86
Chili	1892	1,715	685	1,030	685	1,030	39.94	60.06	39.94	60.06
Colombia	1894	240	.....	240	.....	240	.....	100	.....	100
Denmark	1892	1,289	992	297	992	297	76.96	23.04	76.96	23.04
Egypt	1892	1,225	1,225	.....	1,225	.....	100	.....	100	.....
France	1893	[1]21,618	13,652	17,966	3,652	17,966	16.89	83.11	16.89	83.11
Germany	1892	26,971	23,848	3,123	24,144	2,827	88.42	11.58	89.52	10.48
Great Britain and Ireland	1893	20,325	.....	20,325	.....	20,325	.....	100	.....	100
Greece	1893	568	92	476	.....	568	16.20	83.80	.....	100
Guatemala	1894	126	30	96	30	96	23.81	76.19	23.81	76.19
Holland	1891	1,630	873	757	.....	1,630	53.56	46.44	.....	100
India-British	1893	[1]8,042	12,028	6,014	12,028	6,014	66.67	33.33	66.67	33.33
Italy	1890	[2]8,106	[2]5,272	[2]2,834	.....	8,106	65.04	34.96	.....	100
Japan	1891	1,221	55	1,166	55	1,166	4.50	95.50	4.50	95.50
Mexico	1893	6,900	.....	6,900	.....	6,900	.....	100	.....	100
Nicaragua	1894	122	122	.....	122	.....	100	.....	100	.....
Norway	1893	971	929	42	929	42	95.67	4.33	95.67	4.33
Paraguay	1893	156	.....	156	.....	156	.....	100	.....	100
Peru	1893	950	.....	950	.....	950	.....	100	.....	100
Portugal	1891	1,334	505	829	505	829	37.86	62.14	37.86	62.14
Russia, including Finland	1891	19,640	8,003	11,637	8,003	11,637	40.75	59.25	40.75	59.25
Spain	1893	6,708	.....	6,708	.....	6,708	.....	100	.....	100
Sweden	1892	5,254	1,770	3,484	1,770	3,484	33.69	66.31	33.69	66.31
Switzerland	1892	2,082	.....	2,082	.....	2,082	.....	100	.....	100
Turkey in Europe	1892	904	.....	904	.....	904	.....	100	.....	100
Turkey in Asia	1892	974	.....	974	.....	974	.....	100	.....	100
United States	1893	176,461	.....	176,461	.....	176,461	.....	100	.....	100
Uruguay	1893	993	.....	993	.....	993	.....	100	.....	100

[1] Includes 1,957 miles of local interest.
[2] Includes 96 miles, owned jointly by State and private companies.
NOTE.—Where information of the apportionment of mileage operated between the State and private companies could not be obtained, it has been assumed that each operate the mileage which they own.

From this it appears that the following countries do not own
rate railways, viz: Colombia, Great Britain and Ireland, Mexic
aguay, Peru, Spain, Switzerland, Turkey, United States, and Ur
y, 10.

e following governments own and operate practically all their rai
, viz: Eygpt and Nicaragua, 2.

he following governments own and operate some of the railway
: Argentina, Australasia, Austria-Hungary, Belgium, Brazil, Ca
, Cape of Good Hope, Chili, Denmark, France, Germany, Guat
la, India, Japan, Norway, Portugal, Russia, and Sweden, 18.

The following governments own part of the railways, but do not ope
any, leasing all the present mileage to private companies, viz
reece, Holland, and Italy, 3.

Though not claimed to be accurate, it is believed that the foregoin
mary presents an approximately correct statement of the relatio
the various governments to the railways.

The total railway mileage of the world is estimated in a recent issu
Archiv fur Eisenbahnwesen at 406,416 miles on December 31, 1892.

(9) *COMPARISON OF FREIGHT AND PASSENGER RATES ON GOVERNMENT-OWNED ROADS AND ON ROADS IN THE UNITED STATES.*

The freight charges on the Australasian railways are considerably greater than o
the lines in the United States. It is said, however, that there are circumstanc
which should be taken into consideration in comparing the charges of the two cou
tries. The people here, nevertheless, are constantly clamoring for the reduction
the rates. The farmers in Victoria insist that it will not pay them to grow grai
unless they can get a reduction of fully 50 per cent on the present rates. (Consul
Report, No. 97.)

A word may be required as to American rates. No doubt we in Australia wi
never be able to obtain rates as low as those that prevail in the United States, o
conditions being radically different; but the extraordinary thing is that the asse
tion should be persisted in that our Victorian rates are lower than those that a
charged in America. The force of mendacity could scarcely further go. In o
sense, there are no American rates to quote. There are a thousand and one railwa
in America, and each line has its own schedule, and any fancy list can be prepare
The inquirer can only deal with averages, and taking averages there is no doul
possible. The current number of the Fortnightly Review is tolerably accessible
most people, and the inquirer has but to open the article by Mr. J. S. Jeans on t
railway subject, and he will find the allegation that freights on the United Stat
lines are the lowest in the world. Mr. Jeans adds: "There is no need for any co
troversy on this point. The fact is set out in the clearest possible light in the pu
lished accounts of the principal American railways. The Pennsylvania system ma
be taken as a typical case. Over a large portion of this vast system—the large
and most important on the face of the globe under one designation and control—t
average ton-mile rate in 1890 was less than a farthing per ton per mile. The ave
age ton-mile rate for the whole system was three-tenths of a penny. That is to sa
that throughout this great organization the average for goods of all classes, firs
class goods, second class, and so on, was just over a farthing per ton per mile, whil
in Victoria the average for all classes would be more like 3*d.* per ton per mile; an
it is obvious that wheat and similar low-priced goods may be carried over t
Pennsylvania lines at rates which appear to us to be nominal." * * * Still, whe
the average American rate for wheat is under one-fourth of a penny per ton per mil
and the average Victorian rate is 1*d.* per ton and over, the handicap appears
be excessive. (Extract from the Argus, published in the province of Victoria,
contained in Consul-General Maratta's report of May 10, 1894, Consular Report
Vol. XLV, No. 167, p. 579.)

The freight rates in the United States are, in general terms, only five-eighths
those charged on the continent of Europe, and a little less than one-half of tho
which prevail in Great Britain. (Gen. Horace Porter, North American Review, 189
vol. 153, p. 718.)

The transportation charges in Russia are 40 per cent higher than i
America. Working expenses there are 75 per cent of the gross receipt
(Consular Reports, vol. 26, p. 350, 1888.)

Mulhall gives the working expenses at 57 per cent of gross receipt

The following table furnishes a comparison of average passen rates per mile.

[Gen. Horace Porter, North American Review, p. 718, vol. 153, 1891.]

	First class.	Second class.	Thi cla
	Cents.	*Cents.*	*Cent*
United Kingdom	4.42	3.20	1
France	3.86	2.86	2
Germany	3.10	2.32	1
United States	2.12	.....	.....

In Paraguay the first-class rate for passengers is 4½ cents. (Co sular Reports, vol. 29, p. 644, 1889.)

The railway passenger rates in Great Britain may be taken generally as 4, 3, a 2 cents per mile for the first, second, and third classes, respectively. (Consul Reports, vol. 40, p. 280, 1892.)

Comparative summary showing average rates per mile for passengers and freight in vari countries.

[Mulhall and Interstate Commerce Commission statistics of railways in the United States, 1888.]

Country.	Passenger (pence per mile).			Freigh (pence per ton per mile
	First class.	Second class.	Third class.	
United Kingdom	2.1	1.6	1	1.
France	2	1.5	1	1.
Germany	1.5	1.1	.8	.
Russia	1.8	1.4	.8	1.
Austria	1.9	1.4	.9	1.
Italy	1.8	1.3	.9	1.
Spain	2.1	1.6	1	.....
Portugal	1.8	1.4	1	.....
Sweden	1.5	1.1	.8	1.
Norway	.8	.5	.2½	1.
Denmark	1.6	1.1	.8	1.
Holland	1.6	1.3	.8	.
Belgium	1.2	.9	.6	.
Switzerland	1.9	1.3	1	1.
Greece	1.4	.9	.7	.....
Turkey	2.9	2.6	1.4	.....
Canada	.9	.....	.....	*.51
United States	1.17	.....	.....	*.50

*1888.

NOTE.—Double the above figures to obtain rate in cents.

Table showing percentage of working expenses to gross receipts and percentage of interest paid on capital invested.

Country.	Percentage of working expenses.	Interest on capital.	Country.	Percentage of working expenses.	Interest on capital.
	Per cent.	*Per cent.*		*Per cent.*	*Per cent.*
United Kingdom	52	4.1	Switzerland	53	4.1
France	52	3.8	Roumania, etc.	60	2.7
Germany	54	5.1	Europe	54	3.7
Russia	57	5.3	United States	70	3.1
Austria	56	3.1	Canada	70	1.7
Italy	65	2.5	Spanish America	67	1.6
Spain	44	4.4	Japan	43	3.1
Portugal	43	3.3	India	50	5.2
Sweden	62	2.9	Australia	63	3.3
Norway	70	1.8	South Africa	52	4.3
Denmark	66	1.2	Algeria	70	1.6
Holland	54	2.9	Egypt	46	4.1
Belgium	52	4.6	The world	62	3.2

India and Germany earn over 5 per cent on capital, the average world being 3¼ per cent. There are 13 countries earning over rage and 11 less than the average. (Mulhall.)

l cost of carriage in the United States for the years ending June 30, 1893, 1892, 1891, 1890, 1889, and 1888.

t on "Statistics of Railways in the United States" for year ending June 30, 1893, p. 63.]

Item.	1893.	1892.	1891.	1890.	1889.	1888.
	Cents.	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*
er passenger per mile	2.108	2.126	2.142	2.167	2.165	2.349
ost of carrying 1 passenger 1 mile	1.955	1.939	1.910	1.917	1.993	2.042
er ton of freight per mile	.878	.898	.895	.941	.922	1.001
ost of carrying 1 ton 1 mile	.579	.582	.583	.604	.593	.630

railway mileage in the United States on June 30, 1893, was .07 miles. (Report on "Statistics of Railways in the United ' for year ending June 30, 1893, p. 11.)

cost and value of railway properties in the United States for year ending June 30, 1893 (161,258.07 miles of line represented).

on "Statistics of Railways in the United States" for the year ending June 30, 1893, p. 64.]

Item.	Amount.	Increase.
ASSETS.		
ad	$8,415,491,543	$215,398,981
uipment	522,054,217	32,063,936
ned	637,107,244	22,832,201
ned	336,712,255	55,632,352
current assets	403,979,106	* 8,596,219
and supplies	75,755,170	918,508
and and sundries	† 127,327,910	3,192,898
eous	753,836,856	* 13,638,259
al	11,272,264,361	307,804,398
LIABILITIES.		
tock	4,630,457,481	51,886,022
ebt	5,266,318,961	170,308,600
iabilities	604,248,946	70,379,552
interest on funded debt not yet payable	26,415,861	* 404,486
eous	521,001,002	20,877,838
l loss	223,222,110	* 5,243,128
al	11,272,264,361	307,804,398

* Decrease. † Sinking fund, $33,383,434; sundries, $43,944,476.

(4) *VIEWS OF VARIOUS WRITERS.*

olicy of giving the control of the railways to the State (in Australia) is riously questioned in many quarters. One of the principal objections to it mount of patronage it controls, and the liability to use such patronage for l purposes. Another objection is that under the State system the expendi- re greater and the receipts smaller than when under the management of companies. It is urged, however, by those who support the State system e reason Government-owned railways experience so much difficulty in mak- returns for the amount of capital invested, is that as soon as a profit is shown olic insists upon concessions in rates or increased facilities, both of which are ally an amelioration of taxation. The difference between a State and a private is explained on the ground that as traffic develops, in one case, the public ediate benefit from lower charges and greater facilities, and in the other, reholders obtain a larger dividend at the end of each year's working. (Con- Report, 97.)

ailways of Australia practically represent the assets for the national debts colony, and to-day would probably realize, if they were to be disposed of,

the full amount of the national indebtedness. It is, however, improbable th people concerned will ever allow these great possessions to pass into private h believing that they should be retained to open up and develop the resources c colonies and aid in the material progress of Australia.

It is agreed, however, that, to a certain extent, the railway administration sl be separated from politics. The construction and direction of new lines may be left to Parliament to determine, but the management of the lines and cont the railways' daily working, it is held, are matters for skilled and capable ra managers, untrammeled by the exigencies that political considerations would cause to influence the political mind. (See Consular Reports, Vol. XLV, No. 1 579.)

[Extracts from "The Railroad Problem," Adams, 1887.]

The Government of Belgium, meanwhile, in its turn, pressed by the compe of the private lines, found itself compelled to work its roads on regular "comm principles." In order to get business it made special rates, and, if necessary, en into joint-purse arrangements with its adversaries. ("The Railroad Prob Adams, p. 99.)

Should the Belgian Government now adopt a policy of expansion, and proc acquire the remaining lines of the system, it will enter upon the very dor experiment of exclusive State management. ("The Railroad Problem," Ada 100.)

Meanwhile the whole drift of discussion tends away from the private owne of French railroads and reliance on competition among them, towards a closer nection between the railroads and the Government. ("The Railroad Prob Adams, p. 108.)

Indeed, those managing the French railroad companies look with simple astc ment on the wild fluctuations in the railroad tariffs incident to the American m of operation, and they do not hesitate to say that if any similar outrages wer petrated on the French people and business public by them, the question of ownership of railroads would immediately assume a new shape. Such proceo would not be tolerated. ("The Railroad Problem," Adams, p. 108.)

The English, the Belgian, the French, and the German are the four great rai systems. With many points in common, each has peculiar features deserving of ful study. In their political relations they are divided into two groups by a b line of demarcation. On the one side of that line are the systems of the Eng speaking race, based upon private enterprise and left for their regulation t principles of *laissez faire*, the laws of competition, and of supply and demand. the other side of the line are the systems of continental Europe, in the creatic which the State assumed the initiative, and over which it exercises constan watchful supervision. In applying results drawn from the experience of one c try to problems which present themselves in another, the difference of socia political habit and education should ever be borne in mind. Because in the cour of continental Europe the State can and does hold close relations, amounting to ownership, with the railroads, it does not follow that the same course cou successfully pursued in England or in America. The former nations are by pol habit administrative, the latter are parliamentary; in other words, France and many are essentially executive in their governmental systems, while Englanc America are legislative. Now the executive may design, construct, or operate a road; the legislative never can. A country, therefore, with a weak or uns executive, or a crude and imperfect civil service, should accept with caution r achieved under a government of bureaux. Nevertheless, though conclusions ca be adopted in the gross, there may be in them much food for reflection. (' Railroad Problem," Adams, pp. 115 and 116.)

Uncontrolled competition between railroads has been abandoned. The tenc of events is all in one direction. It varies simply in degree and as it is affect the political habits and modes of thought of the nationalities. In one countr direct principle of exclusive State ownership is accepted, while in another a s of close public supervision is assuming shape. Thus supervision, always incre in efficiency, would seem to be the practical Anglo-Saxon solution of the pro while upon the continent of Europe that solution is abandoned in favor of a p governmental system. The paths diverge, but the end is the same—the restra an excessive competition resulting in a perpetual chaos. Order is evolved in ent ways, but it is evolved at last. ("The Railroad Problem," Adams, pp. 21 214.)

See "An Investor's Notes on American Railroads," Swann, 1887, pp. 124–12 "The Railroad Question," Larrabee, 1893, p. 409, *et seq.*

[An extract from "Railway Practice," Alexander, 1887, pp. 46–50.]

As to the argument that our own Government manages our postal affairs generally with honesty and efficieny, I would say that there is such a radic

ance between the relations to trade and commerce of the postal service and ight transportation that no parallel can be drawn. Letters and papers have no mmercial value. Postal rates are uniform for all distances. No commercial rival- s are affected by them, and little money is involved in the operations of the partment but the salaries of the employés. But in the transportation of freight, d the rates charged upon it, every branch of agriculture, manufacture, and com- erce, with their infinitely diversified rivalries, is intensely, vitally interested. ates can not be uniform for all distances and nearly all articles, but there must be n infinite and frequently varying adjustment, or discrimination, and adaptation of ates to circumstances. * * * As to Prof. Ely's reference to the Prussian govern- mental railroad management, * * * Prussia is small and finished. We are very arge and growing. There it is a recognized governmental duty to look after and take care of the people. Here the people take care of themselves, and it is our heory that free competition will work out the best results possible to human nature. ["Railway Practice," Alexander, pp. 46–50.)

[An extract from "The Railways and the Republic," Hudson, 1887, pp. 326, 327.]

There seems to be a general and well-founded belief that, while the management of the railways by the Government might remove many of the evils of corporate control, it would certainly, in our political system, cause others as great or greater. There are still some very respectable advocates of this system, who allege that it has proved a success in Europe. But the example of European railways can not be cited as conclusive for this country. The military considerations which govern the leading governmental railways in Europe are of no weight in this country, while the commercial purposes which are primary here are there secondary to the rapid concentration of troops at strategic points; nor does a comparison of their financial results with those of the American railways commend the plan. In Belgium the ratio of expenses to earnings is somewhat less on the State railways than on those of private companies, while in Germany the private railways have a slight advantage in this respect. But, making allowance for the business which the governments of these countries can put on their own roads at their own rates, the superiority of the private railways is marked, and confirms the theory, generally accepted in England and America, that in any business, private enterprise, with free competition, furnishes more economical and efficient service to the public than the ownership and management by the State. ("Railways and the Republic," Hudson, pp. 326, 327.)

[Extracts from "Railway Problems," Jeans, 1887.]

In all legislation that has taken place in reference to British railways since 1844, the possible ultimate acquisition of the system by the State has been steadily kept in view. ("Railway Problems," Jeans, p. 468.)

If the postal and telegraph systems were properly taken under Government control, there seems much more reason why the railway system should be, since railways are not only used by all, but exercise a power and influence on our social and our business relations that no other single element can claim to do. ("Railway Problems," Jeans, p. 457.)

In almost all European nations provision has been made for the ultimate acquisition of the railways as a whole, by the nation and for the nation. ("Railway Problems," Jeans, p. 456.)

Sir R. Hill gave the following, among other reasons, why railways should belong to the Government:

(a) A pecuniary gain to the State.
(b) A gain to shareholders and others in steadiness and security of income.
(c) Security against Parliamentary contests now so costly.
(d) A reduction (eventually large) in fares, freight, etc.
(e) Greater efficiency of management.
(f) Increased postal facilities. ("Railway Problems," Jeans, p. 459.)

[An extract from the Forum, vol. 5, p. 429, 1888, Hadley.]

We know how public business is habitually mismanaged, and there is no instance, even among the foreign countries with the best civil service, of state railroad systems conducted on the American standard of efficiency. But a large section of the public, more or less misled as to the evidence, believes in state railroad ownership and desires to see it introduced into the United States. (Forum, vol. 5, p. 429, 1888, Hadley.)

[An extract from "The Railways and the Traders," Acworth, 1891, preface, pp. 6, 7.]

Now I am no foe of government railways. On the contrary, I believe that in countries with a population less self-reliant than our own such a policy is necessary. In

a country with a bureaucracy as well trained and as well organized as that of Pru
it may even be desirable. Nay, more, I am not concerned to deny that even h
(England) State purchase might do something to bring up the worst railway servi
more nearly to the level of the best. But a careful study of the evidence has c
vinced me that in the long run state control ends in keeping down the best to
level of the worst, and that, taking them for all and all, the private railway co
panies of England and the United States have served the public better than
government railways of the continent or of our Australian colonies, and, which
still more to the point, are likely to serve it better in the future. ("The Railw
and the Traders," Acworth, 1891, pp. 6, 7.)

[Extracts from "The Working and Management of an English Railway," Findlay, 1889.]

The State purchase of railways would involve an objectionable amount of int
ference with the industries of the nation and with the character of the people. T
Government would become the direct employer of a vast army of men of all class
from laborers to highly-trained artisans, clerks, and officials. They must come
contact with trades unions, face the question of employer's liability, and all oth
difficult labor questions which from time to time agitate the industrial communit
and at times they would even have to deal with strikes. ("The Working and Ma
agement of the English Railway," Findlay, p. 235.)

All experience of the working and of the scale of expenditure of governme
departments is strongly opposed to the belief that so vast and difficult an undertak
ing as the administration of the railways of the country could be carried on econom
cally and upon sound commercial principles by a department of State. ("Th
Working and Management of an English Railway," Findlay, p. 236.)

It only remains to add that in France, where the experiment of ownership of rail
ways by the State has been tried for many years past on a very considerable scal
an agitation is now growing up, as may be gathered from recent debates in th
French Chambers, for the absolute sale of the State railways to private companies
on the grounds that the present system involves a very heavy annual loss to th
exchequer, and that any advantages which may be expected to result from the owner
ship of the railways by the Government are not reaped by the public, but are applie
to the furtherance of political objects. ("The Working and Management of a
English Railway," Findlay, pp., 236, 237.)

In Belgium, where, as before stated, the railways are worked as a department of the
State, and the appointment of minister of railways is a political one, the patronage
which lies in his gift is well known to be largely exercised for party purposes. Promo-
tion in the service is entirely governed by consideration of the political tendencies
of the individuals concerned, and when the minister is a Liberal he will system-
atically refuse to appoint or promote officials who are known to belong to the Clerical
party; while, on the other hand, if a Clerical minister is in office, there is no hope
of advancement for Liberals until their friends in turn succeed in power. ("The
Working and Management of an English Railway," Findlay, p. 237.)

In Germany, where there has been considerale experience of the plan of working
the railways as a Government department, the financial result does not appear to be
too encouraging. The railway department, it is true, figures in the budget with a
large annual profit, but this is only apparent, for the Landtag is every year called
upon to vote supplies to be expended on the railways far in excess of the so-called
profit, notwithstanding which, loud complaints are heard of the want of sufficient
plant for carrying on the working in efficient manner. ("The Working and Man-
agement of an English Railway," Findlay, p. 237.)

[Extracts from "Railway Rates and Government Control," Kirkman, 1892.]

The question of Government ownership and management of railroads has not been
much discussed in the United States. There seems to be a tacit understanding
among practical men that it would not be desirable. The Government itself has
studiously discouraged such reference. ("Railway Rates and Government Control,"
Kirkman, p. 236.)

Governmental management lacks spirit, alertness, and a desire to please, p. 207.
* * * It is nowhere the equal of private effort, p. 209. * * * Its effect is to
retard improvements, to prevent new enterprises, to lessen the interest of owner and
manager in the comforts and conveniences of the people, p. 217. * * * It is made
up of about equal parts of business and politics, trade and theory, frankness and
evasion, knowledge and ignorance, industry and sloth, p. 223. * * * It is prac-
ticed more or less in many countries, not because the people thought it the best
way, but because government aid was necessary in the first instance to build the
roads, p. 224. ("Railway Rates and Government Control," Kirkman.)

The highest good that can attach to government intervention in a country whose
people possess commercial spirit or enterprise is to be found in a wisely supervising

r, such as the board of trade of Great Britain, or the Interstate Commerce Com-
ion of the United States. (P. 232, note.) ("Railway Rates and Government
trol," Kirkman.)
no instance has state ownership of railroads answered the expectation of those
advocated it from a belief that rates would be cheapened and facilities bettered
eby. ("Railway Rates and Government Control," Kirkman, p. 233.)
he author of our interstate commerce act (Hon. Shelby M. Cullom) found Gov-
ment ownership and management of railroads in Germany anything but agree-
. He discovered that it greatly increased the number of employés and sur-
ded the service with tedious and harassing regulations. ("Railway Rates and
ernment Control," Kirkman, p. 250, note.)
here is [said he] at each station a small army of uniformed employés who make
e fuss about the arrival or departure of a train than one sees in a year's travel
he United States. If American railroads were to employ such a number of men,
pay them the current American rates of wages, the lines could not earn enough
ay them if traffic rates were doubled. * * * In Germany all is fuss and
hers. Every railway employé is a Government official, and there is enough red
e to weary an American. (Chicago Post, September 21, 1891.) ("Railway Rates
Government Control," Kirkman, p. 250.)

[Extracts from "Railway Secrecy and Trusts," Bonham, 1890.]

ut the power of the state must be clearly confined to supervision and control,
must involve no kind of state ownership or interest for profits. ("Railway
ecy and Trusts," Bonham, p. 87.)
i the end, the essential function of a free government is restricted to the guard-
hip of political and industrial equality, and this guardianship necessarily
olves judicial and impartial relations to the subject-matter of control. ("Rail-
Secrecy and Trusts," Bonham, p. 87.)
he government can never secure a free field for competition to all the citizens
re it is not disinterested. As well might we expect a judge to decide equally
fairly between litigants, where that judge is an interested party, as to expect
overnment to preserve industrial equality where its interests are involved as a
icipant in profits. This principle does not preclude government ownership
re industrial competition is not a factor. The government may own a navy
ıout impairing the principle. Such ownership is not for profit. It may own
conduct a post-office; this is for convenience and without profit. For the like
on it may own and conduct an exclusive telegraph system. It has been the
er of vast untenanted lands in the West. They have never been dealt with as
ivate owner deals with his own property. ("Railway Secrecy and Trusts,"
nam, p. 88.)

racts from the "Report on the Relations of the Governments of the nations of Western Europe to the Railways," by Simon Sterne, 1887.]

rsonal and preferential rates have been so completely eliminated from railway
's in civilized European states that it may be said that substantially they no
r exist (p. 42).
one particular, however, the European governments have been more just to the
ay companies and more conservative of their interests than we have been in
country. They have coupled supervision and control with the recognition of
ight to the undivided occupancy of a field, and have prevented the mere dupli-
n of railways not called for by public necessity, and which had and have their
n solely in the desire to divide a profitable field with another railway. (Sterne's
rt, pp. 42 and 43.)

His report refers to the danger there will be in Government ownership of the railways in the United States from the patronage attending large personnel employed in railway enterprises.

e inference is drawn therefrom that for any government like that of the United
s, the officials of which are elective and their tenure of office dependent largely
the popular will, either the ownership of railways or their very effectual con-
ol by a central authority would so add to the power and patronage of any politi-
arty in office that it would be difficult to displace it, and would therefore be a
ace to our form of government. (Sterne's Report, p. 43.)
reover, an impediment to the acquisition ultimately by the Government of the
ed States of the railways of the country exists in the nature of our institutions
selves, insomuch as no constitutional power exists on the part of the General
rnment to acquire these railroads. (Sterne's Report, p. 44.)

[Extracts from "The Railroad Question," Larrabee, 1893.]

The experiment of State ownership and management of railroads has been long tried in Belgium, and with the best results. With an excellent service the rates the Belgium State roads are the lowest in Europe. Their first-class passenger tar are, next to the zone tariff recently adopted on the State roads of Hungary, lowest in the world, and are, for the same distance, lower than those of Ameri roads. ("The Railroad Question," Larrabee, p. 409.)

In France and Prussia the State service is superior to that of the private co panies. ("The Railroad Question," Larrabee, pp. 409 and 410.)

Ex-Governor Larrabee, in this work, also points to the demoralizing influence case of Government ownership of railroad employés in politics. ("The Railro Question," Larrabee, p. 412.)

Mr. T. B. Blackstone, president of the Chicago and Alton Railroad Compa declares in favor of Government ownership of roads on the ground that by t means the railroads could dispose of their property to the Government at a pr representing several times their original cost, or several times the cost of dup cation. ("The Railroad Question," Larrabee, p. 413.)

[Extracts from "Railroad Transportation," Hadley, 1893.]

In judging the railroad policy of Belgium by its results, all must unite in admi ting that they are in many respects extraordinarily good. What their average rat are, we have already seen. The passenger rates are lower than anwhere else in t world, except, perhaps, on some East Indian railroads. The freight rates are muc lower than anywhere else in Europe. Nominally, they are about the same as in th United States. Practically, they are lower for almost any given service, becau Belgium does not have the enormous long-distance traffic which brings down th average in the United States. ("Railroad Transportation," Hadley, p. 216.)

While not withholding the freest praise from the Belgium system, we may fair ascribe much of its success to other causes than enlightened State management, deliberate public policy. ("Railroad Transportation," Hadley, p. 218.)

There is a strong popular feeling, to a large extent unsuspected by those in authority, in favor of Government ownership of railroads as a system. No one can have much to do with the more thoughtful workingmen without finding how strong that feeling is, and what hopes are based upon it. The fact that the question is not more under discussion must not blind us to the fact that forces are at work which may prove all but revolutionary when the question actually does come up under discussion. If it be true that Government railroad ownership would be a most serious political misfortune for the United States, we must be prepared to meet the danger with our eyes open. Unless we are able to face it intelligently, and to show reason for our action, the widespread feeling in its favor will prove too strong for us. It may not come for many years; but the lessons of the Granger movement show plainly enough what forces will lie behind it when it does come. ("Railroad Transportation," Hadley, p. 258.)

MISCELLANEOUS.

The people of England, proud of their commercial ability and jealous of their commercial liberties, spurn the idea of governmental ownership or management of the railroads. (Joseph Nimmo, jr.)

If ever American social ideas be ripe for the ownership and operation of railways by the State, then it will be time for a change of policy; at present the ideas of the Republic are not compatible with State socialism as applied to railways. If the United States will do justice between them and the people, it will do all that society expects for awhile. ("The Union Pacific Railway," Davis, 1894.)

The zone tariff systems of Hungary and Austria constitute the most important reform of modern times in the administration of the passenger traffic by railway. It was inaugurated in 1889, and its object was to encourage long-distance travel between the capital and the provinces, the theory being that the increased volume of travel would fully compensate for the lower charges to individuals. Each railway is divided into sections called zones, and all the railways of Hungary have a common center at Budapesth. The zones are established to and from that center. Passenger rates are fixed, not per mile or per kilometer, but at so much per zone, the charge for every fraction of a zone being the same as for a full zone, thus bearing some analogy to the practice of grouping rates in freight traffic. As each zone constantly increases in length over that immediately preceding it, the effect of the system is evidently a constantly diminishing rate per mile or per kilometer in proportion to distance traveled. ("Railroad Regulation in Foreign Countries," appendix to Fourth Annual Rep., I. C. C., p. 334, *et seq.*)

ulation through State ownership has been practically unknown in the United s. It is of foreign origin and is foreign to the character of our institutions. ime may come when the people of the United States will be forced to consider dvisability of placing the railways of the country completely under the control e General Government, as the postal service is, and as many believe the tele- h service should be. This would seem to be the surest method of securing the est perfection and greatest efficiency of the railroad system in its entirety, and best method of making it an harmonious whole in its operation and of bringing t that uniformity and stability of rates which is the greatest need of trade and merce. But the dangers to be apprehended from the giving of such vast addi- al power to the Government will always prove a formidable barrier to the adop- n of such a policy, and this committee sees no necessity for considering its advan- ges or disadvantages until other methods of regulation more American in spirit ve at least been given a trial and have proved unsatisfactory. Nor is it deemed portant to investigate in detail the experience of those European nations in which e policy of state ownership or management in one form or another has prevailed. he report of the Senate Select Committee on Interstate Commerce, 1886.)

The difference between American and foreign railways is very great, and the vantages are all on the side of the American railroad. The English is better than e continental railway and more progressive, and the reason seems to be in state nership. The nearer you get to governmental proprietorship in the lines the re uncomfortable and old-fogy and nonprogressive they remain. (Chauncey M. epew, Railway Review, 1887, p. 668.)

In my judgment there is no adequate necessity for our country to try that which think would be a dangerous experiment of the Government in assuming the enor- us burden of debt which the acquisition of all the railroads would involve, and engage in a business that requires a force of nearly 1,000,000 men. * * * The ecessity should be the most extreme before such enormous power and working force hould be added to that which the General Government already has. * * * As a general proposition rates are low. * * * Regulation under the law, State and national, is working out its designed result in correcting evils that had crept into railroad administration. * * * In a word, without stating further reasons, I do not believe that transportation by common carriers, or the interests of commerce, will be improved by Government ownership and operation of railroads. The rail- roads themselves, as artificial persons, would undoubtedly be benefited in a majority of cases by Government assumption, but I would not take the risk of it. (Interstate Commerce Commissioner Veazey: Interview in the Washington Star, July 21, 1894.)

[Extracts from "The People and The Railways," 1888, Morgan.]

The railroads are tyrants, they dominate this public, they purchase legislators, corrupt judiciaries, rule us with a rod of iron, is the popular cry. What is the remedy? Why, make them still stronger, make them the very Government itself." ("The People and The Railways," p. 171.)

At present, utterly depraved as our railways are, and skillful as the high priced legal talent they monopolize, they do, sometimes, pay for our baggage when they mash it, our cattle when they kill them, our freight when they destroy or mislay t, for our legs and arms and eyes when they maim us. I do not know whether all his would be done with a greater or less alacrity under a system of governmental ontrolled railways. But I think I do know that the more paternal a Governu ent ecomes, it is apt to take rather less than more care of the individual subject. 'The People and The Railways," p. 173.)

The fairest plan would seem to be, if the railways were to be purchased at all, to act that when any railroad company had paid its stockholders a certain agreed ridend for a certain number of years, then the Government should purchase its fire line and plant, at a valuation of its stock based upon the payment of such idends. If any plan were practicable, I think this plan would be. And if any n of Government railway purchase could ever be just and honest to the involun- r renders I think this one might be made so. ("The People and The Railways," 74.)

[Extracts from "National Consolidation of Railways," 1893, Lewis.]

very large part of the social leadership of this country, instead of being a con- ative force against the encroachments of the railway system, as in England, here its strength in favor of that system. So that consolidations of railway power h might be harmless in England, because counterbalanced by the power of the ity, would be terribly dangerous in this country, where the force of wealthy owerful families is directly opposite, and is cast into the scale of the railroad r. ("National Consolidation of Railways," p. 146.)

Thus, on account of radical differences both in the social organization and in political constitution and form of government, a world-wide difference exists in effect which the same consolidation of railway power under private owners would exert in this country and in England. That which might be there would be here exceedingly dangerous, and in the end practically subversive of republican form of government. ("National Consolidation of Railways," p. 1

If the National Government should buy up the roads, while nominally it wo own them, in fact the ownership would be in the individuals and institutions f nishing the money to buy the bonds which the Government must issue to purch the roads. Nor is governmental control necessarily the best method of manag the railroads: It might be the worst possible method if under the control of a c rupt and unscrupulous coterie of politicians. In such a case neither property business interests nor commercial or political liberty would be safe. ("Natio Consolidation of Railways," p. 207.)

The objection to governmental control on the ground of danger in our politic affairs is not obviated by permitting this control to be left in the hands of a f private citizens. In fact, carefully analyzed, the objection will be seen to be ba on the power which so vast an aggregate of wealth in one line of business, capa of being so easily controlled toward one object, inevitably creates. ("Natio Consolidation of Railways," p. 253.)

And in reply to the point made against Government ownership, that the railro system would exercise too great an influence in our politics, I answer that the ra roads now exercise a most dangerous and often corrupt influence in our politic both State and national. ("National Consolidation of Railways," p. 260.)

In every State of the Union railroad influence is powerful, if not dominant, in i politics, and it is doubtful whether, if the Government should purchase the ra roads their influence in politics would be any greater than it is now. The conce tration of this influence, however, in national politics, with the vast power whic so great a number of office holders would exert in a national canvass, would mak this influence exceedingly dangerous. ("National Consolidation of Railways," p. 267.)

[An extract from "National Railways: An Argument for State Purchase," by James Hole, 1893, (English).]

As governments improve, more public work can be intrusted to them, and they in turn are improved by it. The process is gradual. Thus it happens that individuals make a highway or a bridge at their own cost, and as recompense charge a toll. In time this is found to be an uncertain, slow, and costly process, and the community makes its own roads and bridges. The post-office was started as a private enterprise, and if it had remained one it would never have reached its present magnificent development. The telegraphs have followed this example. The adaptation of it, the telephone, will do the same. Gas, water supply, tramways, are falling under municipal ownership. Electric lighting is now in the private, or company enterprise stage, but the examples of Bradford and St. Pancras (about to be followed in other places) show that this, too, is likely to fall within the sphere of municipal government. And when these public improvements are taken out of private ownership, those who led the way should be justly, even liberally, compensated.

So, too, railways fall under the class of things that the state ought to own in the public interest. It is admitted that private enterprise originated and perfected them, that it found the capital and energy to spread them over the country. The fair presumption, however, is that railroads, like all other roads, should be under public authority, and this is confirmed by practical experience. In other words, that to secure the full advantages of which the railway system is capable it should be in the ownership of the state, as the trustee of the public. ("National Railways," pp. 10, 11.)

APPENDIX F.

MPARATIVE STATEMENT OF EQUIPMENT, EQUIPMENT FITTED WITH TRAIN BRAKE AND WITH AUTOMATIC COUPLER, AND ACCIDENTS TO PASSENGERS AND EMPLOYEES FOR THE YEARS ENDING JUNE 30, 1889 TO 1893, INCLUSIVE.

ıRATIVE STATEMENT OF EQUIPMENT, EQUIPMENT FITTED H TRAIN BRAKE AND WITH AUTOMATIC COUPLER, AND DENTS TO PASSENGERS AND EMPLOYEES FOR THE YEARS ING JUNE 30, 1889 TO 1893, INCLUSIVE.

EQUIPMENT.

Totals		Locomotives.				Cars.			
Total number of locomotives.	Total number of cars.	Passenger.	Freight.	Switching.	Leased and unclassified.	Passenger.	Freight, and fast freight.	Company's service.	Leased.
20,035	1,069,566	8,079	15,140	4,016	1,801	24,586	879,651	31,020	134,309
20,140	1,169,667	8,499	16,195	4,104	1,342	26,820	978,231	32,895	131,721
22,139	1,188,950	8,718	16,879	4,321	2,221	27,949	989,905	35,185	135,911
23,136	1,215,092	8,848	17,559	4,355	2,374	28,876	1,002,976	36,901	146,339
24,788	1,273,946	8,957	18,599	4,802	2,430	31,384	1,047,577	40,917	154,068
				TRAIN BRAKE.					
17,985	110,164	7,706	8,743	1,366	180	22,461	53,058	1,913	32,732
20,277	128,550	8,305	9,528	1,838	606	25,639	81,549	1,921	19,441
23,094	165,238	8,516	10,754	2,031	1,793	27,246	112,909	2,438	22,845
25,305	231,564	8,705	12,572	2,244	1,784	28,202	164,668	2,756	35,938
27,680	271,367	8,823	14,059	2,729	2,049	30,562	200,437	3,679	36,689
				PERCENTAGES.					
61.96	10.30	95.38	57.75	34.02	9.99	91.36	6.03	6.17	24.37
67.27	10.99	97.72	58.83	44.79	45.15	95.60	8.34	5.84	14.76
71.86	13.90	97.66	63.72	47	80.74	97.48	11.41	6.93	16.66
78.36	19.06	98.39	71.60	51.54	75.15	97.66	16.42	7.47	24.56
79.61	21.30	98.50	75.59	56.83	84.32	97.38	19.13	8.99	23.81
				AUTOMATIC COUPLER.					
222	80,288	178	44	.....	.....	23,348	48,511	440	7,989
955	114,364	823	104	28	.....	25,551	78,809	423	9,581
992	167,343	1,156	251	34	251	26,692	116,392	1,057	23,202
123	241,411	1,930	449	143	401	27,923	165,620	1,264	46,604
96	318,302	2,640	655	122	519	30,446	229,289	1,827	56,740
				PERCENTAGES.					
	7.51	2.20	.29	.....	.....	94.96	5.51	1.42	5.95
	9.78	9.68	.64	.68	.....	95.26	8.06	1.29	7.27
	14.06	13.26	1.49	.79	1.13	95.50	11.76	3	17.07
	19.87	21.81	2.56	3.28	16.89	96.70	16.51	3.43	31.84
	24.99	29.47	3.52	2.54	21.36	97.01	21.89	4.47	36.83

ACCIDENTS TO PASSENGERS AND EMPLOYEES.

PASSENGERS.

Year.	Total number carried.	Number killed.	Number injured.	Number carried to one killed.	Nu car to inju
1889	472,171,343	310	2,146	1,523,133	2
1890	492,430,865	286	2,425	1,721,786	2
1891	531,183,998	293	2,972	1,812,690	1
1892	560,958,211	376	3,227	1,491,910	1
1893	593,560,612	299	3,229	1,985,153	1

EMPLOYEES.

Year.	Total number employed	Number killed.	Number injured.	Number employed to one killed.	Nun empl to inju
1889	704,743	1,972	20,028	357	
1890	749,301	2,451	22,396	306	
1891	784,285	2,660	26,140	291	
1892	821,415	2,554	28,267	322	
1893	873,602	2,727	31,729	320	

TRAINMEN.

Year.	Total number employed.	Number killed.	Number injured.	Number employed to one killed.	Nu empl to inju
1889	138,323	1,179	11,301	117	
1890	153,235	1,459	13,172	105	
1891	160,138	1,533	15,421	104	
1892	169,260	1,503	16,521	113	
1893	179,696	1,567	18,877	115	

SWITCHMEN, FLAGMEN, AND WATCHMEN.

Year.	Total number employed.	Number killed.	Number injured.	Number employed to one killed.	Nu empl to inju
1889	33,044	229	2,155	144	
1890	37,669	234	2,307	161	
1891	40,457	301	3,019	134	
1892	42,802	294	3,254	146	
1893	46,048	307	3,304	150	

OTHER EMPLOYEES.

Year.	Total number employed.	Number killed.	Number injured.	Number employed to one killed.	Nu empl to inju
1889	533,376	564	6,572	946	
1890	558,397	758	6,917	737	
1891	583,690	826	7,700	707	
1892	609,263	757	8,492	805	
1893	647,918	853	9,548	760	

The mileage represented in the foregoing tables is as follows: 1889, 153,385.37; 1890, 153,104.0
61,275.17; 1892, 162,397.30; 1893, 169,779.84.

INDEX.

ɪᴇ.—**This index** covers only pages 1 to 240, inclusive, preceding, oes **not apply** to Appendices G and H, the two parts being ıtely **indexed.**

INDEX.

Page.

ABSTRACT QUESTIONS 181
ACCIDENTS
  comparative statement 240
  to passengers and employees 74, 76
ACT OF FEBRUARY 11, 1893 11
  protection of witnesses under 11
  result of Counselman decision 11
ACT OF MARCH 3, 1887 43
ACT OF MARCH 2, 1889 31
ACT TO REGULATE COMMERCE
  amendments, recommended 11, 12, 15, 16, 24, 34, 39, 41, 47, 56, 59, 63, 64, 78
  application of, to railway labor-contests 12
  cases brought in the courts in the first instance on request of Commission 7
  civil procedure under 12
  criminal procedure under 12
  construction by the courts 5–12
  corporations should be made amenable to the penal provisions of 15
  duty of Commission to execute and enforce 12–13
  modifications of penal provisions advocated by railway managers 15
  nonenforcement of penal provisions 12
  purposes and requirements of, generally understood 5
  question whether it is the sole legal restraint upon interstate carriers 9
  rate wars not prevented by 23
  relation of railroad receivers to 41–44
  removal of embarrassments by judicial construction 13
  section 1 ..... 39, 42, 187
  section 2 ..... 10, 48, 195
  section 3 ..... 55, 56, 59, 195
  section 4 ..... 6, 10, 188
  section 5 ..... 25, 60, 79, 187
  section 6 ..... 33, 48, 195
  section 7 ..... 39, 195
  section 8 ..... 31, 186
  section 10 ..... 12–16, 42, 48
  section 12 ..... 6, 7, 12
  section 16 ..... 27, 28, 42, 195
  section 20 ..... 40, 63
  transportation not a part of private business 14
  when proceedings under may be instituted in the name of the United States 7
AGENTS, RAILROAD
  carrier should employ competent 45
  ignorance and carelessness of 46
  should have authority to correct errors 45
AGREEMENTS 181
  between connecting lines 54
  between rival lines 60
ALABAMA 9, 18
ALABAMA AND VICKSBURG RWY. CO 142
ALABAMA GREAT SOUTHERN RAILROAD COMPANY 105, 117, 131, 142
ALABAMA MIDLAND RWY. CO 171

P

ALABAMA MIDLAND RAILWAY COMPANY ET AL., INTERSTATE COMMERCE COMMISSION *v.*
ALEXANDRIA AND FREDERICKSBURG RWY. CO. 154, 157,
ALEXANDRIA AND WASHINGTON RWY. CO. 154, 157,
ALFORD, D. S
ALLCUT PACKING CO
ALLEGED EXCESSIVE FREIGHT RATES AND CHARGES ON FOOD PRODUCTS 136,
ALLEGHENY VALLEY R. R. CO 120,
ALLEN, DAVID F
AMENDMENT
AMENDMENTS RECOMMENDED BY THE COMMISSION 12, 15, 16, 24, 34, 39, 41, 47, 56, 59, 63, 6
AMERICAN CEREAL CO
AMERICAN EMIGRANT CO
ANDREWS, HITCHCOCK & CO
ANDREWS SOAP COMPANY
ANNAPOLIS, WASHINGTON AND BALTIMORE R. R. CO
ANNISTON, ALA
ANNUAL REPORTS BY OWNERS OF LEASED ROADS 4
ANNUAL REPORTS OF COMMON CARRIERS
  false
  making and filing 40, 6
  nature of
ANNUAL REPORTS OF EXPRESS COMPANIES
ANSWER
ANTHONY SALT CO
APPEALS BY GOVERNMENT IN PENAL CASES
APPENDICES TO REPORT
  A.—Names and compensation of all employees, together with a statement of appropriations and expenditures
  B.—Points decided by the Commission since its organization
  C.—Prayer of petition, motion, and order in Interstate Commerce Commission *v.* Cincinnati, New Orleans and Texas Pacific Railway Co. et al
  D.—Opinion and orders of the Commission in the matter of form and contents of rate schedules, etc
  E.—Government ownership of railroads
  F.—Comparative statement of equipment, equipment fitted with train brake and automatic coupler, and accidents to passengers and employees for the years ending June 30, 1889, to 1893, inclusive
  G.—Statistics of railways in the United States, report for year ending June 30, 1893
  H.—Preliminary income account of railways in the United States for the year ending June 30, 1894
APPROPRIATION, STATEMENT OF
ARGENTINE REPUBLIC
ARMOUR PACKING CO
ARRANGEMENT
ARRANGEMENTS, JOINT
ARTHUR & BOYLAN
ASHEVILLE AND SPARTANBURG R. R. CO
ASSIGNMENT OF CASUALTIES TO OPPORTUNITY OFFERED FOR ACCIDENT
ASSOCIATED WHOLESALE GROCERS OF ST. LOUIS
ASSOCIATION
  American Railway Accounting Officers
  Central Traffic
  Southern Railway and Steamship 21, 25, 26, 28, 35, 52, 10
  Trunk Line 3
  Western Freight
ATCHISON AND NEBRASKA RWY
ATCHISON, KANS
ATCHISON, TOPEKA AND SANTA FE R. R. CO 125, 135, 138, 140, 142, 143, 147, 153, 160, 162, 163, 16
ATCHISON, TOPEKA AND SANTA FE R. R. CO. ET AL., INTERSTATE COMMERCE COMMISSON *v.*
ATLANTA AND WEST POINT R. R. CO

Page
'A, GA 21, 22, 25, 27, 28, 104, 134
TIC AND PACIFIC R. R. CO 78, 125, 135, 138, 142, 160, 173
TIC COAST DISPATCH LINE 157
SEY-GENERAL OF THE UNITED STATES 7
TA AND KNOXVILLE R. R. CO 115
TA, GA 134
T AND NORTHWESTERN RWY. CO 147
ALASIA 222
IA-HUNGARY 222
LATIC COUPLERS
mparison in equipment 239
rease in equipment 76
pes 76
GE HAUL PER TON 73
GE JOURNEY PER PASSENGER 72
GE NUMBER OF TONS IN A TRAIN 73
GE RATE PER PASSENGER PER MILE, DECREASE IN, SINCE 1892 70
GE RATE PER TON PER MILE, DECREASE IN, SINCE 1892 70
CK, F. D 121
IORE AND OHIO R. R. CO 106, 116, 120, 124, 128, 129, 134, 138, 142, 148, 153, 168, 170, 171
IORE AND OHIO SOUTHWESTERN R. R. CO 171
IORE AND POTOMAC R. R. CO 154, 157, 159
IORE, MD 19, 52, 54
IORE STEAM PACKET CO 154
ELL R. R. CO 167
LS 181
N, EDWARD E 162
POINT SYSTEM, EVILS OF 20–24
H., JR 129, 146
HARVEY 129, 146
R & CO 153
DM SETS 181
ER, H. W., *v.* SOUTH CAROLINA RWY. CO. ET AL 18, 177
M 222
, CADWELL B 175
AND WARRIOR RIVERS PACKET CO. *v.* MOBILE AND OHIO R. R. CO. ET AL 9
G OF FREIGHT 181
DF LADING 181
oneous insertion in 47
essive charge under 45
uld show rates 47
uld show routing 47
pulation in 9, 47
GHAM, ALA 16, 22, 25, 134, 141
, PUTNAM P 124
VILLE, ALSTON AND NEWBERRY R. R. CO 167
OF TRADE
Chattanooga, Tenn 168
Chicago, Ill 139
Cleveland, Ohio 159
Detroit, Mich 116, 141
Duluth, Minn 168
Eau Claire, Wis 163
San Bernardino, Cal 138
Troy, Ala 171
S OF TRADE UNION OF FARMINGTON, NORTHFIELD, FARIBAULT, AND OWATONNA 100
, INCOME, PAYING NO INTEREST 72
, MORTGAGE, PAYING NO INTEREST 72
, JAMES E., & SONS 139
, PAPERS, AND DOCUMENTS 181
urts may compel production of, before Commission 6
N AND ALBANY R. R. CO 99, 103, 131, 141, 142, 151, 159, 160, 171, 176
N AND LOWELL R. R. CO 99
N AND MAINE R. R. CO 148, 156, 159, 165, 169, 171

Page

BOSTON CHAMBER OF COMMERCE ... 10
BOSTON FRUIT AND PRODUCE EXCHANGE ... 150, 15
BOSTON, MASS ... 17, 19, 52, 54, 96, 98, 99, 103, 143, 144, 154, 160, 166, 17
BRADY, JOHN W. S ... 16
BRAZIL ... 22
BRIDGE CHARGES ... 18
BRIDGEPORT, ALA ... 14
BRIDGEPORT STEAMBOAT CO ... 17
BRIMSON, INTERSTATE COMMERCE COMMISSION v ... 6, 11, 12, 1
BRISTOL, TENN ... 10
BRITTAIN & CO ... 13
BROOKS OIL COMPANY ... 11
BROWNELL, CHARLES H ... 17
BROWNLEE, J. L ... 15
BUFFALO, N. Y ... 16, 54, 118, 123, 127, 154, 16
BUFFALO, NEW YORK AND PHILADELPHIA R. R. CO ... 10
BURDEN OF PROOF ... 18
BURGERT, FELIX ... 11
BURLINGTON AND MISSOURI RIVER R. R. CO ... 108, 112, 113, 115, 13
BURLINGTON, CEDAR RAPIDS AND NORTHERN RWY. CO ... 13
BURLINGTON, IOWA ... 139, 17
BURTON STOCK CAR COMPANY ... 9
BUSINESS DEPRESSION, EFFECT OF, ON RAILWAY TRAFFIC ... 7
BUSINESS MEN'S ASSOCIATION OF STATE OF MINNESOTA ... 108, 10
CALIFORNIA CENTRAL RWY. CO ... 13
CALIFORNIA SOUTHERN R. R. CO ... 13
CALLAHAN, FLA ... 15
CANADA ... 22
CANADIAN COMPETITION ... 18
CANADIAN PACIFIC RWY. CO ... 148, 162, 169, 17
CAPE GIRARDEAU AND SOUTHWESTERN RWY. CO ... 9
CAPEHART, S. C ... 14
CAPE OF GOOD HOPE ... 22
CAPITALIZATION AND VALUATION OF RAILWAY PROPERTY ... 7
CAPITALIZATION OF ROADS IN HANDS OF RECEIVERS ... 6
CAPITAL, RAILWAY, TOTAL, ON JUNE 30, 1893 ... 7
CAPITAL STOCK ... 18
  amount of, owned by railways and carried on their balance sheet ... 7
  summary of dividends paid on ... 7
CAR-LOAD RATES ... 18
  mixed ... 18
CAR MILEAGE ... 18
CAROLINA, CUMBERLAND GAP AND CHICAGO RWY. CO ... 16
CARRAN, LOUIS C ... 11
CARRIERS ... 18
  annual report of ... 6
  application by, for relief from operation of fourth section ... 1
  bills of lading should show routing and published rates ... 4
  by water, recommendations concerning ... 7
  collecting, responsibility for overcharges ... 4
  common law liability ... 9
  competition of ... 19, 20, 59, 60, 6
  competitive relations between ... 18, 19, 2
  connecting ... 12, 40, 44, 45, 5
  contests with their employees ... 1
  disallowance of overcharge ... 4
  disregard of legal duty by ... 21–2
  duty of, as to routing ... 4
  earnings and expenses of ... 7
  failure to comply with statute ... 6
  financial condition ... 6
  government ownership ... 6
  influence of rates ... 2
  legislative control of ... 6
  may be regulated through railroad commissions ... 6
  notation of free cartage on tariffs ... 8
  offenses committed by ... 6

—Continued. Page
apitalization 69
of 20
g of freights and division of earnings 60–63
tion and construction of roads 69
should be remunerative 19
ers of railways are 42
s of 40, 63, 73
sibility of, for express charges 40, 41
l be made indictable 15
l employ competent agents 45
l forward by least expensive route 29, 45, 47
l not have option as to whether they should make joint rates or 56, 57, 59
d post rates 33
ct to the act 19, 39, 41
Work of Commission.) 182
ped with brakes and couplers 74
it. per cent of, fitted with automatic coupler 76
it. per cent of, fitted with train brake 76
shing of 73
ase in 73
ight service, number of 73
ssenger service, number of 73
d by railways, total number of 73
nger 73
nger, per cent of, fitted with automatic coupler 76
nger, per cent of fitted with train brake 76
number of 73
..... 8, 182
THOMAS 133
FINITION OF THE TERM 6
ARTIN P 111
IES:
o collisions 74
o derailments 74
o overhead obstructions 74
ting from coupling and uncoupling cars 74–76
ting from falling from trains and engines 74
THOMAS V 174
OF FINANCIAL EMBARRASSMENT OF RAILWAYS 69
RAPIDS, IOWA 139
PACIFIC R. R. CO 78, 107, 125, 135, 142, 160
R. R. AND BANKING COMPANY OF GEORGIA .. 115, 163, 164, 168, 171, 177
R. R. CO. OF NEW JERSEY 112, 124, 148, 150, 154, 168
TRAFFIC ASSOCIATION 35
VERMONT R. R. CO 131, 171
RLAIN, DANIEL H 177
RLIN, WILLIAM D 153
R OF COMMERCE OF DULUTH, MINN 168
Milwaukee, Wis 119, 168
Minneapolis, Minn 168
San Francisco, Cal 148
S IN TRANSPORTATION CHARGES 49
LE, LOGAN B 127
S, REFUND OF UNREASONABLE 29, 44
..... 182
STON AND SAVANNAH RWY. CO 154, 157, 158
STON, S. C 18, 19, 52, 178
TE, COLUMBIA AND AUGUSTA R. R. CO 167
R OF CARRIER 182
OOGA BOARD OF TRADE 18, 19
OOGA, ROME AND COLUMBUS R. R. CO 150
OOGA, TENN 25, 52, 168
AKE AND OHIO RWY. CO 136
E R. R. CO 131, 171
AND ALTON R. R. CO 97, 127, 129, 139, 163
AND ATLANTIC RWY. CO 124, 131, 148

CHICAGO AND GRAND TRUNK RWY. CO 98, 120, 124, 127, 131, 148, 15
CHICAGO AND NORTHWESTERN RWY CO..... 107, 108, 109, 119, 121, 153, 157, 16
CHICAGO AND NORTHWESTERN RWY. CO., MURRAY *v*.....
CHICAGO, BURLINGTON AND KANSAS CITY RWY. CO.....
CHICAGO, BURLINGTON AND NORTHERN R. R. CO.....
CHICAGO, BURLINGTON AND QUINCY R. R. CO.....
108, 112, 113, 139, 153, 159, 16
CHICAGO FREIGHT BUREAU 2
CHICAGO, ILL..... 11, 17, 19, 24, 25, 26, 27, 28, 29, 38, 52, 53, 54, 98, 109, 110, 113, 114
119, 121, 127, 129, 134, 136, 139, 140, 141, 146, 152, 159, 160, 174, 17
CHICAGO, KANSAS AND NEBRASKA RWY. CO .....
CHICAGO, MILWAUKEE AND ST. PAUL RWY. CO .....
101, 107, 108, 109, 139, 140, 157, 159, 163, 16
CHICAGO, ROCK ISLAND AND PACIFIC RWY. CO.....
125, 129, 131, 137, 139, 159, 160, 162, 16
CHICAGO, SANTA FE AND CALIFORNIA RWY. CO..... 13
CHICAGO, ST. LOUIS AND PITTSBURG R. R. CO..... 11
CHICAGO, ST. PAUL AND KANSAS CITY RWY. CO 114, 15
CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RWY. CO..... 97, 108, 16
CHILE.....
CINCINNATI FREIGHT BUREAU..... 2
CINCINNATI, HAMILTON AND DAYTON R. R. CO 115, 131, 136, 13
CINCINNATI, INDIANAPOLIS, ST. LOUIS AND CHICAGO RWY. CO..... 115, 12
CINCINNATI, JACKSON AND MACKINAW RWY. CO.....
CINCINNATI, NEW ORLEANS AND TEXAS PACIFIC RWY. CO .....
105, 117, 131, 132, 142, 153, 163, 164, 168, 17
CINCINNATI, NEW ORLEANS AND TEXAS PACIFIC RAILWAY COMPANY ET AL., INTERSTATE COMMERCE COMMISSION *v*.....
CINCINNATI, NEW ORLEANS AND TEXAS PACIFIC RAILWAY COMPANY ET AL. *v.* INTERSTATE COMMERCE COMMISSION .....
CINCINNATI, OHIO 18, 24, 25, 26, 27, 28, 138, 15
CINCINNATI SOUTHERN RWY. CO 115, 16
CINCINNATI, WASHINGTON AND BALTIMORE R. R. CO... 125, 131, 136, 138, 14
CIRCUIT COURTS OF APPEALS OF THE UNITED STATES
fifth judicial circuit 6
sixth judicial circuit.....
ninth judicial circuit .....
CIRCUIT COURTS OF THE UNITED STATES
district of North Dakota.....
eastern district of Pennsylvania .....
eastern district of Tennessee .....
middle district of Alabama .....
middle district of Tennessee.....
northern district of Georgia.....
northern district of Illinois.....
northern district of New York .....
southern district of Alabama.....
southern district of Georgia .....
southern district of Illinois .....
southern district of New York .....
southern district of Ohio..... 17, 1
western district of Kansas .....
western district of Michigan .....
CIRCUITOUS ROUTES .....
CIRCUMSTANCES AND CONDITIONS 6, 9, 10, 19, 2
CITIZENS' STEAMBOAT CO.....
CIVIL CASES PENDING IN THE COURTS.....
CIVIL PROCEDURE
description of .....
under the act.....
CLARK, F. W.....
CLASS AND COMMODITY RATES .....
CLASSIFICATION..... 8, 18, 30, 34, 38, 4
CLASSIFICATION OF FREIGHTS, UNIFORM
Commission should be authorized to amend.....
Commission should be directed to prescribe.....
CLASSIFICATION OF RAILWAYS .....
according to length of line operated .....

Page.

AND BOARD OF TRADE 159
AND, CINCINNATI, CHICAGO AND ST. LOUIS RWY. CO 127, 131, 136, 137, 142, 148, 153, 170
AND, OHIO 106, 141
AND REFINING COMPANY 111
STEAMSHIP CO 154, 155, 163, 164, 168, 171
STEAMSHIP CO. ET AL., INTERSTATE COMMERCE COMMISSION *v* 17
..... 10
CREEK AND NEW RIVER RAILROAD COMPANY 105
RATES 17, 183
& CO 139
WATER, MISS 16
D. Q 158
RADO 10, 53
RADO SPRINGS, COLO 53
RADO, STATUTE OF 1885 10
MBIA, S. C 134, 223
MBUS AND CINCINNATI MIDLAND R. R. CO 170
MBUS AND WESTERN RAILWAY COMPANY 101, 106
MBUS, HOCKING VALLEY AND TOLEDO RWY. CO 171
MBUS, MISS 22
MINATION RATES 183
evils of 18–28
ER, H. M 171, 177
MERCE 39, 183
customs duties and carriers' charges, each a tax upon 14
MERCIAL CONSIDERATIONS 183
MERCIAL EXCHANGE OF PHILADELPHIA 148
MERCIAL TRAVELERS 183
MISSIONERS, CONVENTION OF RAILWAY 77
MISSION ON SALE OF TICKETS 183
MODITY RATES 183
MON CARRIERS.
(*See* Carriers.)
MON CONTROL, MANAGEMENT, OR ARRANGEMENT 39, 184
MON LAW
Federal 9
liability under 9
MUNITIES, COMPETITION OF 20, 59
MUTATION TICKETS 184
MPANIES OR PERSONS OWNING DEPOT PROPERTIES, STOCK YARDS, ELEVATORS, AND THE LIKE, RECOMMENDATIONS CONCERNING 75
MPANIES OR PERSONS OWNING ROLLING STOCK, RECOMMENDATIONS CONCERNING 75
MPARATIVE STATEMENT OF EQUIPMENT, TRAIN BRAKES, AUTOMATIC COUPLERS, ETC 239
MPARISON OF FREIGHT AND PASSENGER RATES ON GOVERNMENT-OWNED ROADS AND ROADS IN THE UNITED STATES 227
MPETITION 21, 60, 61, 70, 184
between rival lines 29
illegitimate 20–24, 60
legitimate 20, 60
market 19
of carriers 20, 59, 60, 63
of communities 20, 59
water 25
(*See* Long and Short Haul Clause.)
MPETITIVE POINTS 21–24, 54–60, 62, 184
limitation of rate reduction to 24
MPLAINT 184
NDITIONS 184
NCENTRATION OF BUSINESS INTERESTS 184
NCESSION OF RELIEF 184
NCORD AND MONTREAL R. R. CO 171
NGRESS 6, 7, 9, 11, 13, 37, 38, 48, 55, 59, 63
power of, to regulate commerce 5, 6, 11, 37, 59
NNECTICUT 42

Pa

CONNECTICUT RIVER R. R. CO 141,
CONNECTING CARRIERS 40, 44, 45
CONNECTING LINES 12, 55–60,
CONSOLIDATION OF ROADS 72,
CONSOLIDATION, TENDENCY TOWARD .....
CONSTITUTION OF THE UNITED STATES 6, 11, 12,
CONTEMPT OF COURT .....
CONTINUOUS CARRIAGE OF FREIGHT 39–40, 56,
CONTINUOUS LINES 29, 39, 40,
CONTRACTS 60,
CONVENTION OF STATE RAILROAD COMMISSIONERS .....
CORN .....
CORPORATIONS, RAILWAY
  increase of .....
  number of .....
  summary of railway stocks and bonds owned by .....
COST OF CARRIAGE 75,
COST OF PRODUCTION .....
COST OF SERVICE .....
COTTON .....
COTTON RATES .....
COUNCIL BLUFFS, IOWA .....
COUNCILL, WM. H .....
COUNSEL AND ATTORNEY'S FEES .....
COUNSELMAN AND BRIMSON CASES DISTINGUISHED .....
COUNSELMAN CASE 11,
COUPLING AND UNCOUPLING CARS, CASUALTIES RESULTING FROM 74,
COURT DECISIONS 5-
COURTS
  can not prescribe rates .....
  civil cases pending in .....
  contempt of .....
  may compel testimony before the Commission .....
  province of, in cases involving reasonable rates .....
COURTS OF UNITED STATES:
  criminal proceedings in the 5-11
  civil proceedings in the 8, 9
  decisions of 5-12
COXE BROTHERS & CO 149
CREWS, B. S 102, 108
CRIMES, DUTY OF COMMISSION WITH REFERENCE TO 13
CRIMINAL AND CIVIL PROCEDURE UNDER THE ACT 12–16
CRIMINAL LIABILITY 15
CROCKER, HON. GEORGE G 77
CROSS, H. C 135, 155
CUMBERLAND VALLEY R. R. CO 128
CUSTOM-HOUSE 14
"CUT RATES" 12–16, 20, 28
DALTON, GA 104
DAMAGES 185
  redress by civil action 44
DAY, M. N 129
DAYTON, FORT WAYNE AND CHICAGO RWY. CO 153
DECATUR, ALA 145
DECISIONS OF COMMISSION 17
DECISIONS OF UNITED STATES COURTS
  (*See* Court Decisions.)
DECREASE IN REVENUE DUE TO DECLINE OF FREIGHT AND PASSENGER RATES 70
DELAWARE AND HUDSON CANAL COMPANY 98, 165, 168
DELAWARE, LACKAWANNA AND WESTERN R. R. CO 116,
124, 129, 134, 146, 148, 152, 175
DELAWARE, LACKAWANNA AND WESTERN R. R. CO. ET. AL., INTERSTATE COMMERCE COMMISSION *v* 18
DELAWARE R. R. CO 151
DELAWARE STATE GRANGE OF PATRONS OF HUSBANDRY 114, 151, 159
DEMOPOLIS, ALA 9

Page.
E. 185
S
proceedings 7
ctments 11
223
ND RIO GRANDE RWY. CO 113
ND RIO GRANDE WESTERN RWY. CO 163
OLO 10, 53, 108, 159
TEXAS AND FORT WORTH R. R. CO 147
ENT OF JUSTICE 13, 14, 16
ution under direction of 27, 78
t of Commission to, in criminal matters 13
ONS 185
SES, IOWA 139
SES PACKING CO 139
WORK OF COMMISSION 17
BOARD OF TRADE 116, 141
, GRAND HAVEN AND MILWAUKEE RWY. CO 119, 159
, GRAND HAVEN AND MILWAUKEE RWY. CO., INTERSTATE COMERCE COMMISSION *v* 8, 117
, GRAND HAVEN AND MILWAUKEE RWY. CO. *v.* INTERSTATE OMMERCE COMMISSION 17
T MERCHANTS AND MANUFACTURERS' EXCHANGE 116
T. MICH 116, 159
ENTIAL RATES 185
ED SOLDIERS AND SAILORS 96
XT 185
MINATION 185
(*See* Unjust Discrimination.)
GCE 185
BUTION OF CARS 185
ICT ATTORNEYS OF THE UNITED STATES 7, 13
ENDS PAID ON STOCK, TOTAL 72
ION OF THROUGH RATES 185
(*See* Through Routes and Through Rates.)
MENTARY EVIDENCE 185
(*See* Books, Papers, and Documents.)
STIC MERCHANDISE 186
T. E. A —
D. L. B., & CO 139
WBARS, UNIFORM HEIGHT OF 76
UQUE, IOWA 139
UTH SHORT LINE RAILWAY 168
CAN, BLANTON 173
AL, H. R 124
LE OIL WORKS 112, 169
INGS AND EXPENSES 70, 73
INGS OF RAILROADS, BUSINESS DEPRESSION AFFECTING 70, 73
TERN MINNESOTA MILLERS' ASSOCIATION 158
TERN RWY. CO. OF MINNESOTA 158
T PROVIDENCE, R. I 98
T ST. LOUIS, ILL 136, 156
T TENNESSEE, VIRGINIA AND GEORGIA RWY. CO 104, 105, 115, 122, 128, 144, 164, 168, 171, 177
T TENNESSEE, VIRGINIA AND GEORGIA RWY. CO., INTERSTATE COMMERCE COMMISSION *v* 18
CLAIRE, WIS., BOARD OF TRADE 163
T, GEORGE A 135, 155
T 223
TH SECTION 31, 186
ATOR CHARGES 186
WORTH (WILLIAM) 139
T, CHARLES 133
ANTS 186
YEES 12, 74, 88, 89, 90, 91, 92
signed to conducting transportation 74

EMPLOYEES—Continued.
assigned to general administration
assigned to maintenance of equipment
assigned to maintenance of way and structures
increase in
increase of, during year ending June 30, 1893
injured during year, number of
in service of railways on June 30, 1893
in service of railways, total number of
killed during year, number of
number of, for one killed or injured
number of, per 100 miles of line
ratio of, to railway mileage
total number, employed
total number, killed and injured
unclassified
ENCOURAGEMENT OF INDUSTRIES
ENGLISH COMMISSION
has power to compel through routing and through rating
ENTERPRISES, EFFECT OF RATES UPON
EQUALITY
EQUIPMENT 73, 74,
fitted with automatic coupler, increase in
fitted with train brake, increase in
total increase in, during year
train brakes, automatic couplers, etc., comparative statement
trust obligations, amount of
ERIE, PA
ESTOPPEL
EVANS, MILTON
EVANSVILLE AND TERRE HAUTE R. R. CO
EVIDENCE
additional
findings of fact as
EXCELSIOR REFINING COMPANY
EXCEPTIONAL CONDITIONS
EXCURSION RATES AND TICKETS
EX PARTE APPLICATION
EXPENDITURES OF COMMISSION 17, 85, 86,
EXPENSES AND EARNINGS, OPERATING
EXPENSES AND EARNINGS
EXPORT RATES
EXPORT TRADE OF BOSTON
EXPRESS, AMOUNT RECEIVED FOR CARRYING
EXPRESS COMPANIES 41, 102, 18
recommendations, regarding
FACILITIES
of traffic 54, 55, 1
through routing 12, 55,
FACTS, FINDINGS OF 26, 27, 28, 1
FAIRPORT, N. Y
FALSE BILLING 15, 30,
FALSE DESCRIPTION OF SHIPMENTS 15,
FALSE WEIGHING 15,
FARAR & CO., W. B
FARGO, N. DAK
FARGO, N. DAK., LONG AND SHORT HAUL CASE
FARMERS' LOAN AND TRUST CO., REAGAN *v*
FAST FREIGHT LINES
FAST TRAIN SERVICE
FAWCETT, F. W. & CO
FAWCETT, JOHN W
FAVOR IN TRANSPORTATION 24, 28, 57, 1
FEDERAL AUTHORITY 40-58, 1
FEDERAL COMMON LAW
FEED
FERRY EXPENSES

Page.
ION 25, 60, 79, 187
OMMITTEE, INQUIRY OF AS REGARDS RATES 50
CONDITION OF RAILWAYS 68–71
OF FACT 26–28, 187
NRY 177
TION 39, 42, 187
FISHERIES 95
MMISSION 188
EO R. R. CO 165, 171
HARGES 73
ictions on account of 73
ND PERE MARQUETTE R. R. CO 119
A 18
A CENTRAL AND PENINSULAR R. R. CO 154, 155, 157
A FRUIT EXCHANGE; SAVANNAH, FLORIDA AND WESTERN RWY.
O. ET AL., v 18
A ORANGE RATE CASE 7
A RAILWAY AND NAVIGATION CO 124
..... 53
RATES 188
PRODUCTS 188
N MERCHANDISE 188
N RAILWAY OWNERSHIP AND OPERATION 221
CONTENTS AND PUBLICATION OF RATE SCHEDULES AND THE AUTHOR-
ITY FOR MAKING AND FILING JOINT TARIFFS 31
ort and opinion of Commission 209
ALLEN 77, 163
DODGE, KANS 139
FAIRFIELD, ME 170
GACON, S. C 134
NORTH AND RIO GRANDE RWY. CO 147
EENTH, FIFTEENTH, AND SIXTEENTH SECTIONS 27, 28, 42, 188
H SECTION 6, 10, 188
ER, GEORGE & SONS 139
E 223
FORT, KY 16
S 14, 188
CARTAGE 17
CARTAGE CASE 8
CARTAGE OF FREIGHT 188
PASSES AND FREE TRANSPORTATION 188
HT 188
mount received for carrying 73
arried, tons of 72
ars, equipment fitted with train brake and automatic coupler 74
comotives, increase in number 73
nisrouting of 44, 45
evenue 73
ervice, locomotives assigned to 73
ervice, number of cars in 73
rain mileage 71
GHT BUREAU OF THE CINCINNATI CHAMBER OF COMMERCE 176
GHT CARRIED PER FREIGHT LOCOMOTIVE 73
GHT CARS PER MILLION TONS OF FREIGHT CARRIED 73
GHT, NUMBER OF TONS CARRIED DURING YEAR 72
GHT SERVICE, PER CENT OF EARNINGS ARISING FROM 73
GHT-TRAIN MILEAGE 73
ND, I., & SON 113
ON, M. A 97
ED DEBT OUTSTANDING, AMOUNT OF 72
SVILLE, FLA 158
STON, TEX 143
NER, G. CLINTON 102
GIA 18
GIA PACIFIC RWY. CO 163, 164
GIA RAILROAD COMMISSION CASES 17, 18, 19
GIA RAILROAD COMPANY 103, 115, 123, 153, 163, 164, 168, 171

F

GERKE BREWING COMPANY'S CASE 19
GERMANY .....
GLOBE OIL COMPANY .....
GOODRIDGE, UNION PACIFIC RWY. CO. *v* .....
GOVERNMENT-AIDED RAILROAD AND TELEGRAPH LINES .....
GOVERNMENT OWNERSHIP OF RAILROADS 64
  Commission's preliminary report to Senate .....
  importance of question .....
  legislative and administrative regulation in lieu of 6
  objections to .....
GOVERNMENT SUPERVISION OF RAILROADS .....
GUAGI, JACOB .....
GUATEMALA .....
GULF, COLORADO AND SANTA FE RWY. CO 147
GRAIN 41, 4
GRAIN RATES .....
GRAND RAPIDS FREE CARTAGE CASE .....
GRAND RAPIDS, MICH 8
GRAND TRUNK RWY. CO. OF CANADA 116, 124, 127, 134, 141, 142, 148
GREAT BRITAIN AND IRELAND .....
GREAT NORTHERN RWY. CO 163
GREAT WESTERN RWY. CO. OF CANADA .....
GREECE .....
GREENE, THOMAS L .....
GRIFFEE, C. H .....
GRIFFIN, GEORGE M .....
GRINNELL, IOWA .....
GROSS EARNINGS FROM OPERATION .....
GROUP RATES 29,
HADDOCK, JOHN C .....
HAMILTON & BROWN .....
HAMMOCK RIDGE, FLA .....
HAMMOND, LA .....
HANNIBAL AND ST. JOSEPH R. R. CO 153,
HAVSCHILD, T. W .....
HARDING, F. D .....
HARRINGTON, EDMUND .....
HARRIS, JAMES A .....
HARTFORD AND NEW YORK TRANSPORTATION CO .....
HARVARD COMPANY .....
HARVEY, WILLIAM H .....
HARWELL, W. O .....
HAUL, AVERAGE PER TON .....
HAY, RATES ON 18, 1
HEARD, WILLIAM H 103,
HEARINGS .....
HEARINGS AND INVESTIGATIONS .....
HECK, JOHN D .....
HEZEL MILLING COMPANY .....
HIGH BRIDGE, N. Y .....
HOBOKEN, N. Y .....
HOGS .....
HOGS AND HOG PRODUCTS .....
HOLBROOK, WM. M .....
HOLLAND .....
HOLYOKE, MASS .....
HOSTETTER & CO 120,
HOUSATONIC R. R. CO 152,
HOUSEHOLD GOODS 43,
HOUSE OF REPRESENTATIVES .....
HOUSTON AND TEXAS CENTRAL RWY. CO .....
HOUSTON, EAST AND WEST TEXAS RWY. CO .....
HOWELL, NATHANIEL W .....
HUB BLOCKS .....
HUMBOLDT, KANS .....
HURLBURT, FRANK L .....
HUTCHINSON, KANS .....

	Page.
...IS	9, 42, 43
...IS CENTRAL R. R. CO	105, 115, 120, 131, 132, 133, 139, 141, 142, 148, 156, 171
...IRANT CARS	189
...IAL COAL CO	121
...ITERS	14
...T TRAFFIC	189
...E ACCOUNT, PRELIMINARY STATEMENT	243
...E BONDS, AMOUNT OF	72
...E, FINAL, NET, AVAILABLE FOR DIVIDENDS	73
...E FROM INVESTMENTS	73
...EASE IN RAILWAY MILEAGE DURING YEAR ENDING JUNE 30, 1893	71
...EPENDENT OPERATING ROADS, NUMBER OF	71
...EPENDENT REFINERS' ASSOCIATION OF OIL CITY, PA	165, 172
...EPENDENT REFINERS' ASSOCIATION OF TITUSVILLE, PA	165, 172
...IA	224
...IANA	43
...IANAPOLIS AND ST. LOUIS RWY. CO	131
...IANAPOLIS, IND	17
...IAN SUPPLIES	95, 189
...UNCTION, PENDING PROCEEDING TO ENFORCE ORDER	26
...LAND RATES ON DOMESTIC AND IMPORT TRAFFIC	17
...E TYLER	42
INTERCHANGE OF TRAFFIC	12, 54–60, 189
INTERIOR WISCONSIN MILLERS' ASSOCIATION	168
INTERNATIONAL AND GREAT NORTHERN R. R. CO	142, 147
INTERSTATE COMMERCE	8, 39, 41, 189
INTERSTATE COMMERCE COMMISSION	189
application to Commission for relief from operation of fourth section	19
authority to inquire and have information	13
cases brought in the courts in the first instance on request of Commission	7
Cincinnati, New Orleans and Texas Pacific Rwy. Co. et al. *v.*	17
civil cases pending in the courts	17
compensation of employees	17
continuous investigation by	13
correction of rates which encourage business monopoly	20
courts may compel production of books, papers, and documents before	6
courts may compel testimony before	6
decisions	17, 93
detail work	17
duty in relation to penal violations	12, 13, 14
duty to investigate strikes considered	67, 68
duty to "execute and enforce" the statute	7, 12, 13
Eighth Annual Report	5
enforcement of orders of	6, 7, 8, 27, 78
expenditures	17
has jurisdiction of common carriers only	66, 67
hearings and investigations	16
information given by, to carriers and shippers	49
investigation of Southern rate war	20–24
names of employees	17
no power to prevent rate wars	23
not a detective bureau	13
order of, modified by circuit court	8
power of, to relieve carriers from operation of fourth section	10
reparation awarded by	29
should have authority to prescribe minimum rates	24
should have statutory power to investigate acts of all parties in railway labor troubles	68
special investigation	16
tariffs must be filed with	49
Texas and Pacific Rwy. Co. *v.*	17
Wichita Case	16
work of	16
v. Alabama Midland Rwy. Co. et al	18
v. Atchison, Topeka and Santa Fe R. R. Co. et al	17

INTERSTATE COMMERCE COMMISSION—Continued. F
v. Brimson et al
v. Cincinnati, New Orleans and Texas Pacific Rwy. Co. et al
motion of petitioner
order of court
prayer of petitioner
v. Clyde Steamship Co. et al
v. Delaware, Lackawanna and Western R. R. Co. et al
v. Detroit, Grand Haven and Milwaukee Rwy. Co
v. East Tennessee, Virginia and Georgia Rwy. Co.
v. Lehigh Valley R. R. Co
v. Louisville and Nashville R. R. Co
v. New York Central and Hudson River R. R. Co. et al
v. Northern Pacific R. R. Co. et al
INSPECTION OF CARS
INSTRUMENTALITIES OF SHIPMENT OR CARRIAGE 39
INTERSTATE TRAFFIC, INTERCHANGE OF 12, 5
INVESTIGATION
by Commission 13, 16, 20, 67
of acts and doings of the Grand Trunk Railway Company of Canada in the transportation of traffic from the United States into Canada.
IONIA, MICH 8
IOWA BARBED STEEL WIRE CO
ITALY
JACKSON, GEORGE M
JACKSON, MISS 132
JACOB DOLD PACKING CO
JAMES & ABBOTT 128
JAMES & MAYER BUGGY COMPANY'S CASE 19
JAMES CASE 1
JANESVILLE, WIS
JAPAN
JEFFERSONVILLE, MADISON AND INDIANAPOLIS R. R. CO 115, 127
JERSEY CITY, N. J 112, 115
JOBBERS' UNION OF DULUTH, MINN
JOHNSON CITY, TENN
JOINT ARRANGEMENTS 31, 54–60
JOINT RATES
a commercial necessity 5
JOINT TARIFFS
authority for making and filing
circular letter of Commission on
discriminating practices under
discussion of 32, 5
making and filing
results of conferences in relation to
JOINT TARIFFS AND SCHEDULES 31, 54–60
JOINT WATER AND RAIL LINES
JOURNEY, PER PASSENGER, AVERAGE
JUNCTION POINTS, THROUGH RATING FACILITIES
JURISDICTION
JURY TRIAL
KANKAKEE AND SENECA R. R. CO
KANSAS
KANSAS CITY, FORT SCOTT AND GULF R. R. CO
KANSAS CITY, MEMPHIS AND BIRMINGHAM R. R. CO
KANSAS CITY, MO 17, 108, 131, 136, 139, 15
KANSAS CITY PACKING CO
KANSAS CITY, ST. JOSEPH AND COUNCIL BLUFFS R. R. CO
KAUFFMAN MILLING CO
KEITH, CHAS. W
KEMBLE, EDWARD
KENTUCKY AND INDIANA BRIDGE CO 11
KENTUCKY CENTRAL R. R. CO 9
KEOKUK, IOWA
KEOSAUQUA, IOWA
KINGAN & CO
KING, W. S., & CO

Page.
E AND OHIO R. R. Co 105
E, TENN 24, 104
GA 150
: MANUFACTURERS AND JOBBERS' UNION 107
E, WIS 163
RE AND MICHIGAN SOUTHERN RWY CO 103, 111, 120, 124, 128, 134, 137, 142, 146, 148, 153, 159, 160, 176
. LOUIS 98
LORERS' TICKETS 190
E, KANS 131
E, W. CARROLL 111
FLA 158
ORTH, KANS 139
FRANCIS H., & CO 129
IVE POWER 5, 6–11, 37, 59
ND HUDSON RIVER RWY. CO 114
'ALLEY R. R. CO 112–135, 148, 149, 150, 154, 165
state Commerce Commission *v* 17
', HIGGINSON & CO 135, 155
OF RAILWAY LINE IN UNITED STATES, ALL TRACKS 71
, ABIEL 127
, LEVERETT 99
r 9, 15, 42, 47, 190
ion law 9
nal, discussed 15
ers 42
F OF CARRIERS, COMMON LAW 9
CARRIERS 190
AGE CHARGES 190
D OF TRAFFIC 190
ON OF RATE REDUCTION TO COMPETITIVE POINTS 24, 78
BOARD OF TRADE 112, 113, 114, 127
CREAMERY 159
, KANS 159
, NEBR 113, 114
, L., & CO 120
ON 190
ROCK AND MEMPHIS R. R. Co 122
CK 190
IES 22, 24, 55, 59, 62, 190
ATES 190
RAFFIC 190
TIVES, FREIGHT, NUMBER OF 73
per cent of, fitted with automatic coupler 76
train brake 76
passenger, number of 73
per cent of, fitted with automatic coupler 76
train brake 76
switching, number of 73
per cent of, fitted with automatic coupler 76
train brake 76
total number of 73
T. M. C 121
ND SHORT HAUL CASES:
ttanooga, Tenn., Case 18
rgia Railroad Commission Cases 17
go, N. Dak., Case 18
dlesboro, Ky., Case 17
Bernardino Case 17
al Circle Case 17, 19
merville, S. C., Case 18
ND SHORT HAUL CLAUSE 6, 10, 18, 20, 24, 190
er of Commission to relieve carriers from operation of 10
GELES, CAL 142, 143
'. H., JR 167
LLE AND NASHVILLE R. R. Co 26, 105, 108, 113, 115, 123, 125, 142, 150, 159, 160, 161, 163, 164, 166, 169, 171, 173, 177

LOUISVILLE AND NASHVILLE R. R. CO ET AL. SHINKLE (THE) WILSON AND KREIS COMPANY ET AL. *v*.....
LOUISVILLE AND NASHVILLE R. R. CO, INTERSTATE COMMERCE COMMISSION *v*.....
LOUISVILLE BRIDGE CO.....
LOUISVILLE, KY.....
LOUISVILLE, NEW ALBANY AND CHICAGO R. R. CO..... 100, 127, 171
LOUISVILLE, NEW ORLEANS AND TEXAS RWY. CO..... 105, 142, 148
LYNCHBURG, VA.....
MCGHEE, CHARLES M.....
MCKEOWN & SONS.....
MACLOON, WILLIAM H.....
MCMILLAN, JAMES, & CO.....
MCMORRAN, HENRY.....
MCNULTA, JOHN.....
MAIL, AMOUNT RECEIVED FOR CARRYING.....
MAINE CENTRAL R. R. CO..... 169
MAINE STEAMSHIP CO.....
MANHATTAN BEACH, N. Y.....
MANUFACTURERS AND JOBBERS' UNION OF LA CROSSE.....
MANUFACTURERS AND JOBBERS' UNION OF MANKATO..... 100
MANUFACTURERS' OIL COMPANY.....
MANUFACTURING COMPANIES.....
MARKET COMPETITION.....
MARKETS..... 19, 22, 23
MARTIN, EUCLID.....
MARTIN, JOHN H.....
MARTIN, M. H.....
MARSHALLTOWN, IOWA.....
MARYSVILLE, CAL..... 142
MASSACHUSETTS.....
MATHEWS, SAMUEL.....
MATTER OF TARIFFS AND CLASSIFICATIONS OF THE ATLANTA AND WEST POINT R. R. CO.....
MATTINGLY, BENNET D.....
MAXIMUM RATES..... 2
on oranges.....
MEMPHIS AND CHARLESTON R. R. CO..... 144
MEMPHIS, TENN..... 16, 18, 19, 25, 143, 166, 168
MEN EMPLOYED FOR ONE INJURED.....
MEN EMPLOYED FOR ONE KILLED.....
MERCHANTS' FREIGHT BUREAU.....
MERCHANTS' OIL COMPANY.....
MERCHANTS' UNION OF SPOKANE, WASH.....
MERIDIAN, MISS..... 16, 22, 52, 118, 132
METROPOLITAN STEAMSHIP CO.....
MEXICO.....
MEYERS, HENRY C.....
MICHIGAN CENTRAL R. R. CO..... 98, 124, 128, 131, 148, 151, 159, 175
MICHIGAN CONGRESS WATER CO.....
MIDDLESBORO, KY., CASE.....
MILEAGE.....
of cars.....
of railways in hands of receivers.....
railway.....
rates.....
tickets.....
MILLER, H. K.....
MILLING IN TRANSIT.....
MILWAUKEE, WIS.....
MINNEAPOLIS AND ST. LOUIS RAILWAY CO..... 100, 109,
MINNEAPOLIS, MINN..... 53, 95, 119, 169,
MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RWY. CO..... 168,
MISCELLANEOUS OBLIGATIONS, AMOUNT OF.....
MISROUTING OF FREIGHT
causes.....
instances of.....

Page.
Mississippi and Tennessee R. R. Co 105
Mississippi River 35, 38, 53, 58
Missouri 42
Missouri and Illinois Railroad Tie and Lumber Co 96
Missouri, Kansas and Texas Rwy. Co 135, 147, 155
Missouri Pacific Rwy. Co 99, 114, 138, 147, 153, 162, 163, 171
Missouri River 52, 53
Mobile, Ala 9, 52
Mobile and Ohio R. R. Co 105, 142, 171
Mobile and Ohio R. R. Co., Bigbee and Warrior Rivers Packet Co. *v* 9
Mobile, Ohio 143
Monopoly, correction of rates with a view to discourage 20
Montgomery, H. B 101
Morrell, C. O 175
Morrell, John, & Co 139
Morrison Packing Co 139
Mortgage bonds, amount of 72
Mosher, A. T 114
Murphy, Wasey & Co 159
Murray *v.* Chicago and Northwestern Rwy. Co 9
Musser Lumber Co 163
Myers, Milton L 120, 124
Nashville, Chatanooga and St. Louis Rwy. Co 115, 144, 150, 164, 168
Nashville, Tenn 27, 166, 168
Natchitoches R. R. Co 147
National Transportation Association 77
Nebraska 29
Net income
amount of, available for dividends 73
per mile of line operated 73
New England Terminal Co 152
New Hampshire 42
New Haven Steamboat Co 171
New Jersey Fruit Exchange 112
Newland, A. S 175
New Orleans and North Eastern R. R. Co 117, 131, 142
New Orleans Cotton Exchange 117, 131, 141, 151
New Orleans, La 9, 118, 132, 143, 155, 159
Newport News and Mississippi Valley Co 105, 128, 142
New York and New England R. R. Co 128, 142, 143, 150, 152, 154, 168, 171
New York and New England R. R. Co. *v.* Town of Bristol 6
New York and Northern Rwy. Co 152
New York and Texas Steamship Co 154, 155, 171
New York and Texas Steamship Company, United States ex rel. W. R. Morrison et al 18
New York Board of Trade and Transportation 129, 148
New York Central and Hudson River R. R. Co 97, 103, 116, 120, 124, 129, 131, 134, 137, 142, 146, 151, 153, 159, 160, 171, 175, 176
New York Central and Hudson River R. R. Co. et al., Interstate Commerce Commission *v* 8
New York, Chicago and St. Louis R. R. Co 124, 148, 152
New York, Lake Erie and Western R. R. Co 106, 114, 116, 121, 124, 127, 131, 134, 142, 148, 153, 165, 168
New York, New Haven and Hartford R. R. Co 128, 142, 143, 150, 154, 176
New York, N. Y 17, 18, 19, 21, 27, 28, 31, 45, 52, 54, 95, 96, 103, 104, 112, 119, 133, 136, 142, 143, 144, 146, 152, 155, 158, 160, 162, 168, 170
New York, Ontario, and Western Rwy. Co 114, 116, 134
New York, Pennsylvania and Ohio R. R. Co 121, 124, 131, 136, 148
New York, Philadelphia, and Norfolk R. R. Co 151, 159
New York Produce Exchange 124
New York, Susquehanna and Western R. R. Co 114
New York, West Shore and Buffalo Rwy. Co 116
Nicaragua 225
Nicolai, John Henry 112, 169
Ninth section 191
Noncompetitive stations 21–24, 54–60, 62
Norfolk and Western R. R. Co 104, 128, 168, 169

NORFOLK, VA 52
NORTH CAROLINA R. R. CO .....
NORTH DAKOTA .....
NORTHEASTERN R. R. CO. OF SOUTH CAROLINA 154, 157
NORTHERN PACIFIC R. R. CO. 78, 100, 117, 128, 148, 154, 162, 166, 167, 168
NORTHERN PACIFIC R. R. CO. ET AL., INTERSTATE COMMERCE COMMISSION *v.* .....
NORTHWESTERN IOWA GRAIN AND STOCK SHIPPERS' ASSOCIATION .....
NORWAY .....
NORWICH AND NEW YORK TRANSPORTATION CO .....
NOTICE .....
of reduction of rates .....
NUTT, WILLIAM F .....
OAKLAND, CAL 142
OCEAN STEAMSHIP COMPANY OF SAVANNAH 154, 163, 168
OFFICIAL CLASSIFICATION COMMITTEE .....
OHIO 1
OHIO AND MISSISSIPPI RWY. CO 115, 125, 136
OHIO AND MISSISSIPPI RWY. CO. *v.* RUSSELL .....
OHIO, INDIANA AND WESTERN RWY. CO .....
OHIO RIVER 2
OIL CITY, PA .....
OIL RATES .....
OLD COLONY R. R. CO .....
OLD DOMINION STEAMSHIP CO .....
OMAHA BOARD OF TRADE .....
OMAHA, NEBR 113, 114, 139, 159,
OPELIKA, ALA .....
OPERATING EXPENSES 73, 75,
ORANGE RATE CASE .....
OREGON AND CALIFORNIA R. R. CO .....
OREGON RAILWAY AND NAVIGATION CO 10, 162,
OREGON SHORT LINE AND UTAH NORTHERN RWY. CO .....
OREGON SHORT LINE RWY. CO .....
ORDER .....
enforcement of 6, 7, 8, 2
ORDER OF RAILWAY CONDUCTORS .....
ORDER OF COMMISSION MODIFIED BY CIRCUIT COURT .....
OTTINGER, ADOLPH .....
OTTUMWA, IOWA .....
OVERCAPITALIZATION OF RAILROADS .....
OVERCHARGES .....
adjustment .....
amendment proposed .....
collecting carrier should be held responsible for .....
difficulties of prosecuting claim for, in the courts .....
injustice of .....
OVERCHARGES AND UNDERCHARGES .....
PACKING-HOUSE PRODUCTS .....
PAGE, ALANSON S .....
PAGE CASE .....
PANKEY, J. B .....
PARAGUAY .....
PARALLEL LINES .....
PARKHURST & CO., J .....
PARKHURST, GEORGE T 112
PARSONS, E. M .....
PARTIES 7
PARTY RATES .....
PASSENGER CARS
(*See* Equipment.)
per 1,000,000 passengers carried .....
PASSENGER MILEAGE .....
for one passenger injured .....
killed .....
PASSENGER MILES PER PASSENGER LOCOMOTIVE .....

Page.
PASSENGER SERVICE, PER CENT OF EARNINGS ARISING FROM 73
PASSENGER TRAIN MILEAGE 73
PASSENGER TARIFFS 122
PASSENGER TARIFFS AND RATE WARS 118
PASSENGERS 12, 192
amount received for carrying 73
carried during year, total number of 72
carried for one injured 74
carried for one killed 74
carried per passenger locomotive 73
killed during year, number of 74
injured during year, number of 74
PASSES 192
PENAL CASES UNDER THE STATUTE 12, 13, 14
PENAL PROVISIONS
corporations should be made amenable to 15
modifications of, advocated by railway managers 15
nonenforcement of 14
obstructions to enforcement of 14
PENAL VIOLATIONS OF THE STATUTE 12, 13, 14
duty of Commission in relation to 12, 13, 14
duty of Department of Justice in relation to 13, 14
duty of shippers and railroad officials in relation to 14
PENDING PROCEEDINGS 17, 192
PENDLETON, OREG 29
PENNSYLVANIA COMPANY 97, 112, 120, 124, 127, 129, 131, 133, 142, 146, 148, 168, 169
PENNSYLVANIA RAILROAD COMPANY 97, 112, 116, 120, 124, 128, 129, 131, 132, 134, 142, 146, 150, 151, 153, 154, 157, 159, 165, 167, 168, 169, 171, 172, 173
PEOPLE'S LINE STEAMERS 171
PERU 225
PERISHABLE FREIGHT 192
PERJURY—FALSE ANNUAL REPORTS OF CARRIERS 64
PERRY, CHARLES P 157
PERTH AMBOY, N. J 118, 149
PETERSBURG R. R. CO 154, 157, 158
PETITION 192
PETITION OF PRODUCE EXCHANGE OF TOLEDO 120
PETREE, L. J. A 105
PETROLEUM AND ITS PRODUCTS 192
PHELPS & CO 172
PHILADELPHIA AND READING R. R. CO 98, 124, 135, 148, 171
PHILADELPHIA AND READING R. R. CO. ET AL., SWIFT v 9
PHILADELPHIA, PA 17, 19, 52, 54, 151
PHILADELPHIA, WILMINGTON AND BALTIMORE R. R. CO 151, 154, 157, 159
PIERRE, S. DAK 110
PIPE LINES 192
PITTSBURG AND LAKE ERIE R. R. CO 102, 104, 106, 120, 121, 124
PITTSBURG, CINCINNATI AND ST. LOUIS R. R. CO 112, 124, 129, 131, 136, 137, 148, 153, 169, 170
PITTSBURG, FORT WAYNE AND CHICAGO RWY. CO 120, 124, 148
PITTSBURG, PA 122
PLUMMER, PERRY & CO 113
POINTS DECIDED 95
POINDER, J. W 101
POOLER, HIRAM A 114
POOLING OF FREIGHTS 25, 60, 192
general observations upon 60–63
not authorized by law is contrary to public policy 62
without other remedial legislation unadvisable 63
PORT HURON, MICH 127
PORTLAND, ME 103
PORTLAND, OREG 10, 28, 29, 167
PORT OF ENTRY 192
PORT ROYAL AND AUGUSTA R. R. CO 115
PORT ROYAL AND WESTERN CAROLINA R. R. CO 115, 167
PORTS OF TRANSSHIPMENT 192

PORTSMOUTH, VA.
PORTUGAL.
POST, CLARK A.
POTOMAC RIVER.
POTTER MANUFACTURING CO.
POUGHKEEPSIE IRON CO.
POUGHKEEPSIE, N. Y.
POWERS, VIRGIL.
PRACTICE.
in United States courts under the act to regulate commerce.
PREFERENCE OR ADVANTAGE.
PREJUDICE OR DISADVANTAGE.
PRELIMINARY INCOME ACCOUNT.
PRIVILEGE.
PROCEDURE CONCERNING QUESTIONS OF LAW.
PROCEDURE IN CASES AT ISSUE.
PROCTOR & GAMBLE. 137
PRODUCTION, LABOR AND EXPENSE OF.
PROJECTION AND CONSTRUCTION OF RAILROADS.
PROOF.
PROPERTY
owners of, entitled to equal protection.
wrongful manipulations of.
PROPORTIONAL RATES.
PROVIDENCE AND SPRINGFIELD R. R. CO.
PROVIDENCE AND STONINGTON STEAMSHIP CO.
PROVIDENCE AND WORCESTER R. R. CO. 9
PROVIDENCE COAL COMPANY.
PROVIDENCE, R. I. 16, 98,
PUBLICATION OF TARIFF SCHEDULES. 31-33, 4
PUBLIC INTEREST.
PUBLIC SERVICE OF RAILWAYS.
PUBLISHED RATES
(*See* Rates; Tariffs.)
PUEBLO, COLO.
PULLMAN, WASH.
PYLE, JAMES, & SONS.
QUESTIONS OF LAW.
QUICK FREIGHT.
RAIL AND WATER LINES.
RAILROAD COMMISSION
of Florida. 154,
of Georgia.
of Iowa.
RAILROAD COMMISSIONS
convention of.
power of legislature to control carriers through.
RAILROADS.
Government-aided.
Government ownership of. 64, 221,
Thomas et al. *v.*
RAILWAY ACCIDENTS.
RAILWAY CONDUCTORS.
RAILWAY CORPORATIONS
increase in.
total number of.
RAILWAY LABOR CONTESTS. 12
application of the act to.
RAILWAY OFFICIALS. 14
RAILWAY SECURITIES, INCREASE IN AMOUNT OF INVESTMENTS IN.
RAILWAYS
financial condition of. 68
in hands of receivers, capitalization of.
number of, in hands of receivers.
statistics of. 71
RATE CUTTING. 14, 15, 20, 24
RATE MAKING.

Page.
ES 22, 24, 26, 28, 50, 52, 53, 54, 57, 193
adjustment of 25
changes in, discussed 49
Cincinnati, Ohio, to Atlanta, Ga 28
coal 17
commodity 25
confiscatory 6
correction of, with a view to discourage monopoly 20
courts can not prescribe 6
cut 14, 15, 20–24, 28
effect of, upon towns and enterprises 20
freight and passenger, comparison 227
from New York, N. Y., to Atlanta, Ga 21
group 29
joint 31, 56, 57
limitation of reductions to competitive points 24
local 22, 56, 57
lower now than prior to act 50
maximum 7, 25, 26, 27, 28
mileage 25
notice of reduction 21
on oranges from Florida points 18
prescribing, a legislative or ministerial duty 6
proportional 58
publication of 47, 49
published, bill of lading should show 47
reasonable 29
reduced 28, 29
reductions in 20–26
relative 25
résumé of report of Senate Finance Committee 50
should be based upon whole distance and entire service 56
should not be uncertain 46
through and local 56, 57
unreasonable 22, 25, 28, 29
unreasonable, from Chicago, Cincinnati, and other points to Southern territory 18
unreasonably low 20, 193
war 26
RATE SCHEDULES 31, 34
form and contents of 209
RATE SHEETS 193
destruction or mutilation of 34
publication of 33
RATE WAR IN THE SOUTH 21–24
RATE WARS 194
effect of, on business interests 23
effect of, on public opinion 23
effect of, on railway revenues 23
statute does not prevent 23
RAWORTH, E. M 162
RAWSON, WILLIAM L 128
RAYMOND BROS. & CO 113
RAYMOND, E. B 101
REEDSVILLE, PA 144
REAGAN *v.* FARMERS' LOAN AND TRUST CO 6
REASONABLE RATES 6, 7, 8, 9, 19–30, 49–63, 194
REBATES 20, 71, 194
RECAPITULATION OF RECOMMENDATIONS FOR AMENDMENT OF THE STATUTE 78, 79
RECEIVERS 41, 194
number of railways in hands of 68
RECEIVERS OF RAILROAD PROPERTY, RELATION OF, TO THE LAW 41–44
RECEIVERS OF RAILROADS
amenable to the penal provisions of the act 42
are common carriers 42
capitalization of railways in hands of 69

RECEIVERS OF RAILROADS—Continued. P
causes for
Federal, within jurisdiction of the law
liability of 4
mileage of railways in hands of
number of railways in hands of
obligation to pay taxes
relation to the law
State
United States statute upon
REDUCTIONS OF RATES
notice of
secret 14, 15, 2
REEDER, WALTER
REED, WILLIAM H
REND, WILLIAM P
REFUSAL TO FILE TARIFFS
REGULAR PATRONS
REHEARING
RELATION OF RECEIVERS OF RAILROAD PROPERTY TO THE LAW
RELATIVE RATES 20
RELATIVE TANK AND BARREL RATES ON OIL
REPARATION
REPLICATION
REPORT OF COMMISSION, FINDINGS OF, AS EVIDENCE
REPORT OF INTERSTATE COMMERCE COMMISSION
scope of
RESHIPMENT OF FREIGHT
RETURN LOADS
REVENUE
decrease in, due to decline in freight and passenger rates
freight and passenger
REVISED STATUTES 1
section 860
REVIVAL IN RAILWAY CONSTRUCTION
REYNOLDS, THOMAS J
RHODE ISLAND EGG AND BUTTER CO
RICE, GEORGE 105, 125, 142, 160, 17(
RICE, ROBINSON & WITHEROP 118, 12
RICHMOND AND DANVILLE R. R. CO 102, 105, 108, 115, 130, 134, 163, 16
RICHMOND AND PETERSBURG R. R. CO 154, 15
RICHMOND AND WEST POINT TERMINAL AND WAREHOUSE COMPANY
RICHMOND, FREDERICKSBURG AND POTOMAC R. R. CO 154, 15
RIDDLE, DEAN & CO 102, 10
RIGHT OF WAY
RISING, J. M
RITZVILLE, WASH 2
ROADS ABANDONED DURING YEAR
ROADS CONSOLIDATED, NUMBER OF
ROADS MERGED, NUMBER OF
ROADS REORGANIZED, NUMBER OF
ROANOKE, VA
ROME, GA
ROUTE LEAST EXPENSIVE 29,
ROUTING OF FREIGHT 4
ROUTING, RIGHT OF SHIPPERS TO DESIGNATE
RUSSELL, OHIO AND MISS. R. R. CO. *v*
RUSSIA
RYAN, WILLIAM, & SONS
SACRAMENTO, CAL 14
SAFETY APPLIANCES ON RAILWAY EQUIPMENT
SAN ANTONIO AND ARANSAS PASS RWY. CO
SAN BERNARDINO BOARD OF TRADE
SAN BERNARDINO LONG AND SHORT HAUL CASE
SAN DIEGO, CAL 14
SAN FRANCISCO, CAL 108, 136, 142, 143, 16
SAN FRANCISCO CHAMBER OF COMMERCE
SANGER, MAJ. J. P

Page
L ... 142, 143
A ... 52
LORIDA AND WESTERN RWY. CO ... 154, 157, 158, 159, 171
LORIDA AND WESTERN RWY. CO. ET AL. v. THE FLORIDA
HANGE ... 18
IES C., & CO ... 116
GUST E ... 111
... 195
OF RATES
tion or mutilation of ... 34
ontents, and publication ... 31, 33
DY, N. Y ... 98, 99
S, W. R ... 170
ER MILLING COMPANY, F ... 173
CHARLES W ... 110
SHURMER & TEAGLE ... 110
WILLIAM C ... 110
AIR LINE ... 133
AND ROANOKE R. R. CO ... 154, 157, 158
WASH ... 29
ECTION ... 10, 48, 195
LACK, MILEAGE OF ... 71
LA ... 25
INANCE COMMITTEE, REPORT OF ... 50
INTH SECTION ... 195
SECTION ... 39, 195
OTH ... 31
G, JACOB ... 152
OAH VALLEY R. R. CO ... 127
(The) WILSON & KREIS CO. ET AL. v. LOUISVILLE AND NASH-
LE R. R. CO. ET AL ... 18
... 7, 8, 9, 14, 15, 16, 19, 20, 36, 44–63, 195
ed to apply for information as to rates ... 49
to designate routing ... 47
B. F ... 129
ORT AND HOUSTON RWY. CO ... 147
R. DANIEL ... 110
GEORGE D ... 130
ORN & CO ... 139
, T. M., & CO ... 139
ITY AND PACIFIC R. R. CO ... 78, 171
ITY, IOWA ... 121, 139, 140
ALLS, S. DAK ... 139
TH SECTION ... 27, 28, 42, 195
ICTION ... 33, 48, 195
JAMES F ... 117
ASPER ... 144
ORLAND ... 137, 148
W. U ... 100
TES ... 195
CIRCLE LONG AND SHORT HAUL CASE ... 6, 17, 19
S AND SAILORS ... 195
AROLINA ... 18
AROLINA RWY. CO ... 163, 164, 167, 168, 177
AROLINA RWY. CO. ET AL., H. W. BEHLMER v ... 18
N CALIFORNIA R. R. CO ... 173
N CARRIERS—
y of ... 23
N FREIGHT WAR ... 20
N MINNESOTA MILLERS' ASSOCIATION ... 168
N PACIFIC COMPANY ... 78,
107, 113, 125, 127, 135, 142, 143, 147, 160, 162, 167, 173, 174
N PACIFIC R. R. CO ... 95, 98, 113
N RAILWAY AND STEAMSHIP ASSOCIATION ... 21, 25, 26, 28, 35, 52, 104, 177
225
BURG BOARD OF TRADE ... 115
EXCURSION RATES ... 195

SPECIAL TRAIN SERVICE
SPECIAL RATES
SPOKANE, WASH
SQUIRE, J. P., & CO
STANDARD OIL TRUST
STATE COURTS
jurisdiction of, in cases involving interstate transportation
removal to Federal courts of cases originating in
STATE RAILROAD COMMISSIONS
STATE RAILROADS
STATISTICS OF RAILWAYS 71-7
capitalization and valuation
classification of railways
earnings and expenses
employees
equipment
mileage
public service
railway accidents
STATISTICIAN TO THE COMMISSION
recommendations of
STEAMBOAT LINES
STEAMSHIP LINES
rate cutting by
ST. JOSEPH, MO
ST. JOSEPH AND GRAND ISLAND R. R. CO
ST. LOUIS, ALTON AND TERRE HAUTE R. R. CO
ST. LOUIS AND SAN FRANCISCO RWY. CO 78, 125, 138, 147, 16
ST. LOUIS, ARKANSAS AND TEXAS RWY. CO 9
ST. LOUIS, IRON MOUNTAIN AND SOUTHERN RWY. CO 105, 115, 122, 14
ST. LOUIS, KEOKUK AND NORTHWESTERN R. R. CO
ST. LOUIS MILLERS' ASSOCIATION
ST. LOUIS, MO 17, 53, 95, 114, 15
ST. LOUIS SOUTHWESTERN RWY. CO. OF TEXAS
STOCK
common, amount of
outstanding, amount of
paying no dividends, amount of
preferred, amount of
various rates of dividends paid on
STOCK CARS
STOCKTON, CAL
STONE, MARY Q
ST. PAUL AND DULUTH R. R. CO
ST. PAUL, MINNEAPOLIS AND MANITOBA R. R. CO 97
ST. PAUL, MINN 53, 154
ST. PETER, MINN 109
STRIKE OF 1894 6
Commission had no power to relieve the situation 6
Commission has no jurisdiction of parties not common carriers 6
SUBPŒNA *duces tecum* 5, 12
SUBSIDIARY ROADS, NUMBER OF
SUMMERVILLE LONG AND SHORT HAUL CASE 1
SUMMERVILLE, S. C 18, 19
SUPREME COURT OF THE UNITED STATES 6, 7, 10, 11, 12, 1
SURPLUS
SUSPENSION BRIDGE, N. Y
SWEDEN
SWIFT *v.* PHILADELPHIA AND READING R. R. CO. ET AL
SWISS CONFEDERATION
SYRACUSE, N. Y
TANK CARS
TANK STATIONS
TARIFFS 31, 33, 3
combination
nonobservance of 14, 15, 16,
notation of free cartage in

-Continued.
Page.
es committed by deporting from 14, 15, 31–49
transcontinental lines 116
l to file 18
ification 48
JOHN 110
H CELERY CO 171
H, MICH 171
PH LINES
rnment-aided 77
KE 9
ECTION
isonment feature should be retained 15
isions discussed 12–16, 42, 48
L CHARGES 196
L EXPENSES 196
L STATIONS 196
HAUTE AND INDIANAPOLIS R. R. CO 131
NY 196
re Commission, courts may compel 6
pulsory 6, 11, 12
See Practice.)
AND PACIFIC RWY. CO 135, 142, 147, 148, 155, 172
AND PACIFIC RWY. CO. *v.* INTERSTATE COMMERCE COMMISSION ... 17
CENTRAL RWY. CO 147
RAILROAD COMMISSION CASE 6
SABINE VALLEY AND NORTHWESTERN RWY. CO 147
TRUNK R. R. CO 147
ER, RALPH W 98
PARTIES 196
SECTION 55, 56, 59, 196
ENTH SECTION 196
S ET AL. *v.* RAILROADS 9
SON, CHARLES M 114
GH AND LOCAL RATES 197
GH BILLS OF LADING 39, 197
GH LINES 54, 197
GH RATES 12, 55, 60, 197
GH ROUTES AND THROUGH RATES 12, 54, 55, 60, 197
mmercial necessity 57
mmission should have power to compel 56, 57, 58, 59
ndamental defect in statute 55
dered by English commission 59
oposed amendment 56
GH SHIPMENTS 54–60, 197
ER, F. B 179
T BROKERAGE 197
TS 197
NS, ANDREW R 110
NS, JAMES R 110
S, W. B 129
SVILLE, PA 16, 118, 166
DO PRODUCE EXCHANGE 159, 160
MILEAGE 72
MILES PER FREIGHT LOCOMOTIVE 73
KA, KANS 17, 131
S OF BRISTOL, NEW YORK AND NEW ENGLAND R. R. CO. *v.* 6
NS
growth of, advanced or retarded by rates 20, 54–60, 62
DE CENTERS 197
DERS AND TRAVELERS' UNION 95, 98
FFIC 197
livision of 30
(*See* Pooling, etc.)
of railways affected by business depression 70
ubject to statute 39
N BRAKES
kinds of 76
statement of comparison, equipment 230

TRAMMELL, L. N
TRANSPORTATION
cost of
mechanical part of
not a part of private business
subject to the statute
TRANSPORTATION CHARGES
changes in
TREMAIN, CHARLES
TROUPE, TEX
TROY, ALA., RATE DISCRIMINATION CASE
TRUNK LINE ASSOCIATION 3
TURKEY
TURNER, ILL
TWELFTH SECTION
authority of Commission to inquire under
constitutionality of
proceedings under
TYLER, IN RE
UNDERBILLING 10
UNDERCHARGES
amendment proposed
UNDUE ADVANTAGE
UNDUE PREFERENCE 22, 5
UNIFORM CLASSIFICATION
action taken by carriers
legislation recommended
necessity of
UNION PACIFIC RAILWAY COMPANY
99, 107, 108, 113, 125, 127, 131, 135, 142, 148, 153, 159, 160, 162, 166, 17
UNION PACIFIC RWY. CO. *v.* GOODRIDGE
UNION STOCK YARDS, CHICAGO
UNITED STATES
appeals by or writs of error in behalf of, in penal cases
common law of
when a proper party in cases under the act
UNITED STATES CIRCUIT COURT OF APPEALS
fifth judicial circuit 6,
ninth judicial circuit
sixth judicial circuit
UNITED STATES COURTS
power to compel witnesses to testify before Commission
power to require production of books, papers, and documents before Commission
UNITED STATES EX REL. W. R. MORRISON ET AL. *v.* NEW YORK AND TEXAS STEAMSHIP CO
UNITED STATES SENATE 50, 65
UNITED STATES SUPREME COURT 6, 7, 11, 13, 17, 18, 2
UNITED STATES TEL. CO
UNJUST CLASSIFICATION 8, 2
UNJUST DISCRIMINATION 8, 9, 10, 20, 22, 24, 5
Free Cartage Case
Goodridge Case
Mobile Cotton Case
Window Shade Case
UNREASONABLE FREIGHT RATES FROM CHICAGO AND CINCINNATI TO SOUTHERN POINTS
UNREASONABLE RATES
UNREASONABLY LOW RATES
on wheat
URUGUAY
VALLEY RWY. CO
VALUE 3
VICKSBURG AND MERIDIAN R. R. CO 11
VICKSBURG, MISS 13
VICKSBURG, SHREVEPORT AND PACIFIC R. R. CO 11
VIRGINIA MIDLAND RWY. CO

Page.
ST 42
NT STATE GRANGE 99
NUTT & CO 111
WILLIAM F 111
E OF TRAFFIC 34, 198
H R. R. CO 148, 153, 159, 163, 171
H WESTERN RWY. CO 124
WALLA, WASH 101
R, HULBERT H 134
TES 20, 26
GTON 28
GTON, D. C 16, 32
AND PIPE LINES 198
AND RAIL LINES 198
COMPETITION 25, 198
T 34, 198
AGE, CHRISTIAN J 111
RN AND ATLANTIC R. R. CO 101, 115, 153, 164, 168, 153, 168
RN CLASSIFICATION COMMITTEE 145
RN FREIGHT ASSOCIATION 35
RN NEW YORK AND PENNSYLVANIA R. R. CO 102, 118, 123, 138, 165, 172
RN NORTH CAROLINA R. R. CO 115
RN RWY. CO. OF ALABAMA 101, 164, 171
RN UNION TELEGRAPH CO 78
POINT, VA 52
SHORE R. R. CO 124, 134, 148
R 28, 29, 54
es on 29
R AND WHEAT FLOUR 199
TA CASE 7, 16
TA, KANS 7
KER, ALFRED 111
, FREDERICK A 128
LE CO., W. W 176
SALE RATES 199
GTON AND WELDON R. R. CO 154, 157, 158
GTON, COLUMBIA AND AUGUSTA R. R. CO 154, 157, 158
GTON, N. C 133
, E. P 77
W HOLLANDS 30, 31
W SHADES 8, 18, 30, 31
A, MINN 163
SES 199
ndance and testimony before Commission 5, 6
pulsory testimony of 6, 11, 12
rt may compel 5, 6
tection of 11
sal to testify 11
CORNELIUS B 114
UFF, HON. GEORGE M 77
STER EXCURSION CAR CO 132
OF THE COMMISSION 16–34
R, THOMAS F 111
E CHARGES 199
RACKS AND SIDINGS
age of 71
ON, H. C 137, 148
TOWN, OHIO 141

○

APPENDIX G.

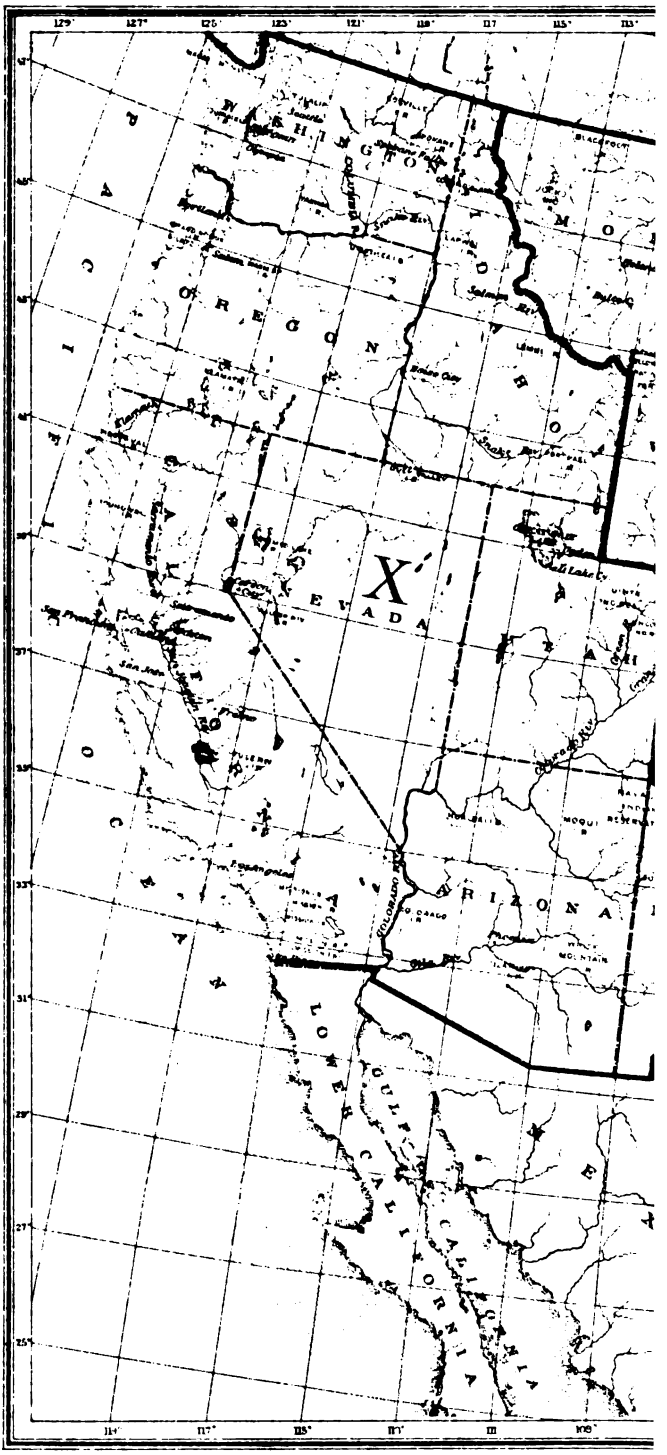
STATISTICS OF RAILWAYS IN THE UNITED STATES. REPORT FOR YEAR ENDING JUNE 30, 1893.

[ATISTICS OF RAILWAYS

IN THE

UNITED STATES.

"STATISTICS OF RAILWAYS IN THE UNITED STATES"



COMMERCE COMMISSION.

H ANNUAL REPORT

ON THE

)S OF RAILWAYS

IN THE

'ED STATES

FOR THE

)ING JUNE 30, 1893.

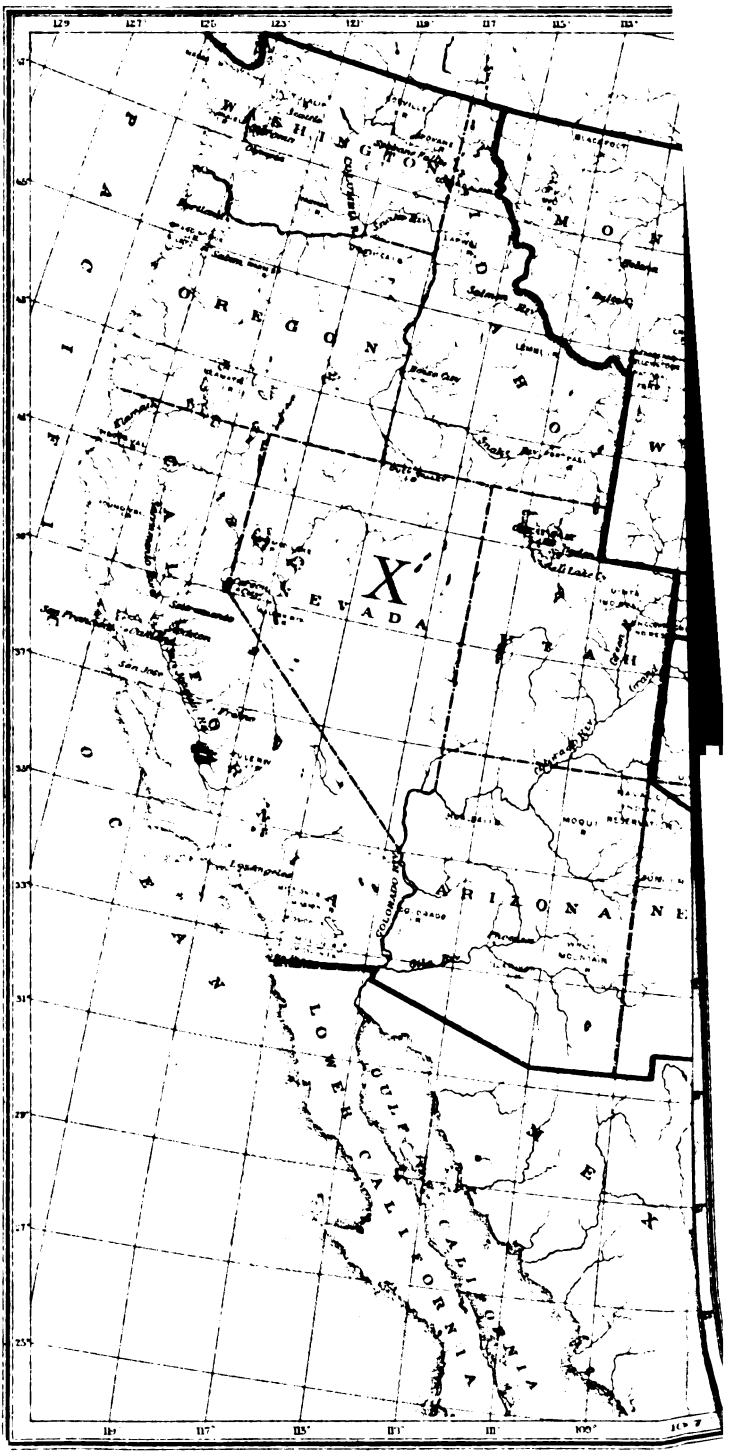
PREPARED BY THE

)IAN TO THE COMMISSION.

WASHINGTON:
[ENT PRINTING OFFICE,
1894.

DOES NOT CIRCULATE

"STATISTICS OF RAILWAYS IN THE UNITED STATES"



E COMMERCE COMMISSION.

KTH ANNUAL REPORT

ON THE

ICS OF RAILWAYS

IN THE

TED STATES

FOR THE

IDING JUNE 30, 1893.

PREPARED BY THE

ITICIAN TO THE COMMISSION.

WASHINGTON:
NMENT PRINTING OFFICE,
1894.

DOES NOT CIRCUL

INTERSTATE COMMERCE COMMISSION.

Hon. WILLIAM R. MORRISON, Chairman, of Illinois.
Hon. WHEELOCK G. VEAZEY, of Vermont.
Hon. MARTIN A. KNAPP, of New York.
Hon. JAMES W. McDILL,[1] of Iowa.
Hon. JUDSON C. CLEMENTS, of Georgia.
Hon. JAMES D. YEOMANS,[2] of Iowa.

EDWARD A. MOSELEY, Secretary.

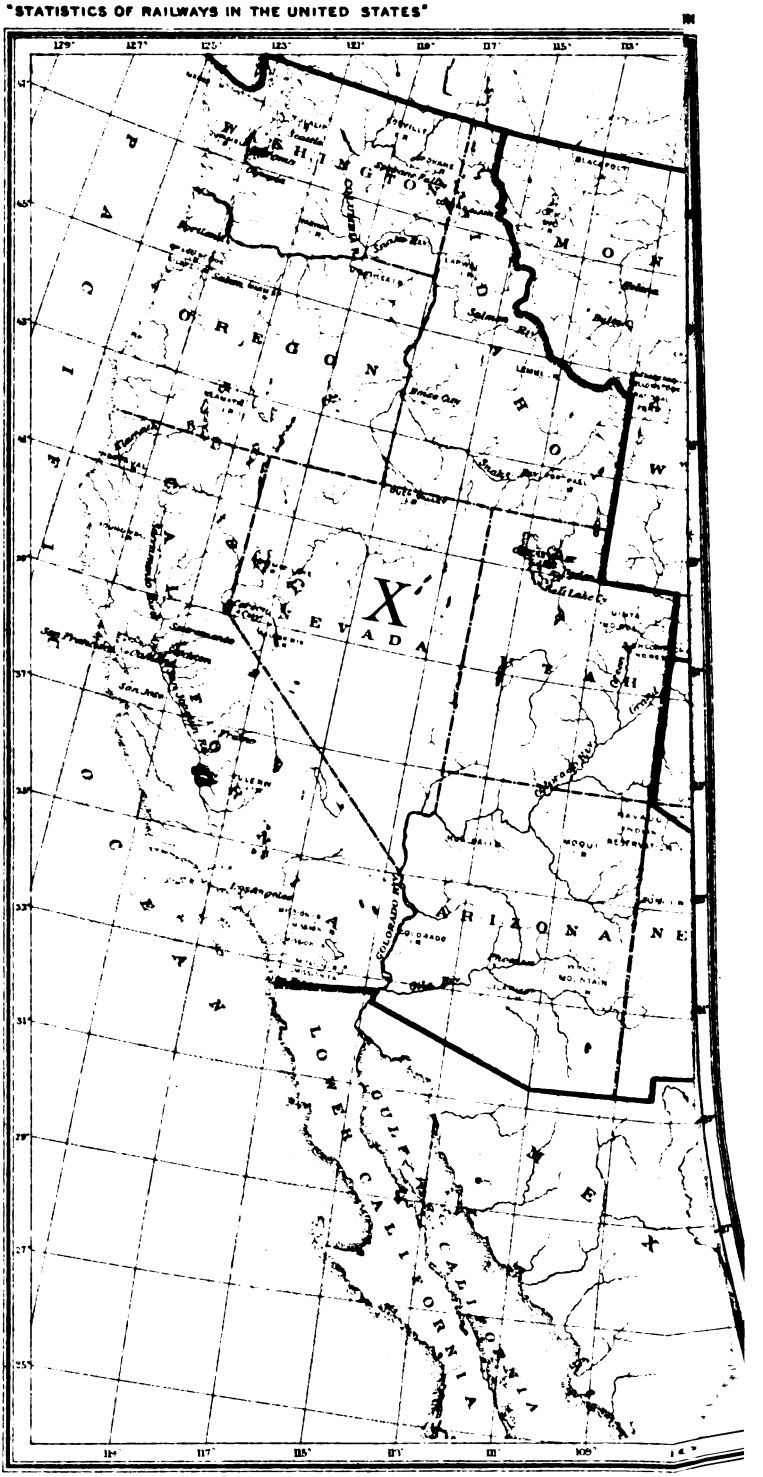
[1] Died February 28, 1894.
[2] Appointed May 2, 1894.

[A]TISTICS OF RAILWAYS

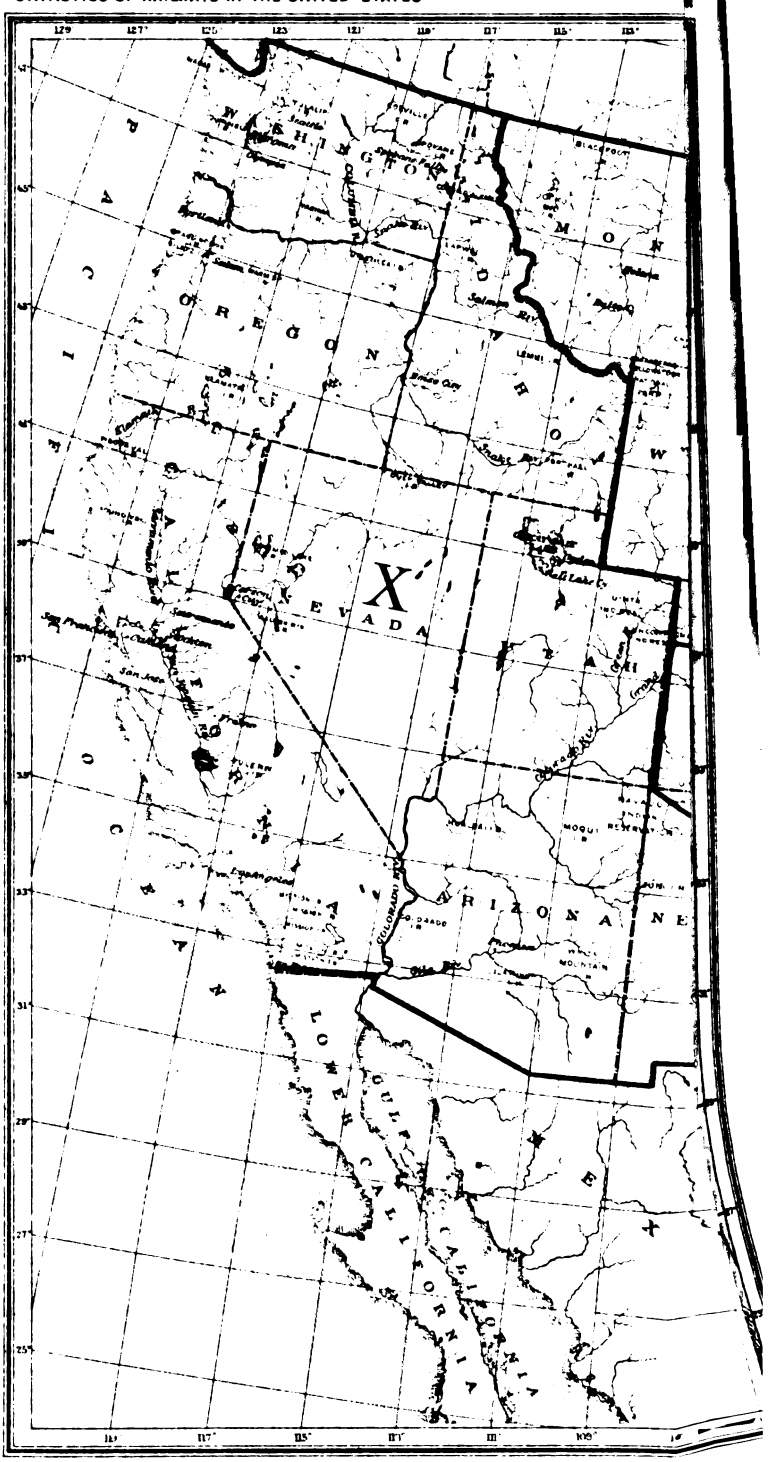
IN THE

UNITED STATES.

"STATISTICS OF RAILWAYS IN THE UNITED STATES"



"STATISTICS OF RAILWAYS IN THE UNITED STATES"



ıTE COMMERCE COMMISSION.

IXTH ANNUAL REPORT

ON THE

'ICS OF RAILWAYS

IN THE

ITED STATES

FOR THE

NDING JUNE 30, 1893.

PREPARED BY THE

ISTICIAN TO THE COMMISSION.

WASHINGTON:
RNMENT PRINTING OFFICE,
1894.

DOES NOT CIRCUL

INTERSTATE COMMERCE COMMISSION.

Hon. WILLIAM R. MORRISON, Chairman, of Illinois.
Hon. WHEELOCK G. VEAZEY, of Vermont.
Hon. MARTIN A. KNAPP, of New York.
Hon. JAMES W. McDILL,[1] of Iowa.
Hon. JUDSON C. CLEMENTS, of Georgia.
Hon. JAMES D. YEOMANS,[2] of Iowa.

EDWARD A. MOSELEY, Secretary.

[1] Died February 28, 1894.
[2] Appointed May 2, 1894.

CONTENTS.

REPORT OF STATISTICIAN: Page.

Introductory 9
Mileage 10
Classification of Railways 14
Equipment 20
Men Employed on Railways 31
Capitalization and Valuation of Railway Property 35
Public Service of Railways 45
Earnings and Expenses 48
Summary of Results 62
General Balance Sheet 64
Railway Accidents 65
Conclusion 81
Report of the Committee on Railway Statistics 82
Recommendations 86

STATISTICAL TABLES.

I. Classification of Railways and Mileage for the Year ending June 30, 1893 93
I. Supplement A.—[Showing totalized figures for certain roads lying in more than one group] 220
I. Supplement B.—Corporate Changes for the Year ending June 30, 1893. 222

II. Amount of Railway Capital at the Close of the Year ending June 30, 1893 231
II. Supplement.—[Showing totalized figures for certain roads lying in more than one group] 294

III. Earnings and Income for the Year ending June 30, 1893:
A.—Earnings from Operation 297
Supplement.—[Showing totalized figures for certain roads lying in more than one group] 340
B.—Income from Property Owned but not Operated 343
Supplement.—[Showing totalized figures for certain roads lying in more than one group] 375

IV. General Expenditures for the Year ending June 30, 1893:
A.—Operating Expenses 377
Supplement.—[Showing totalized figures for certain roads lying in more than one group] 400
B.—Fixed Charges 401
C.—Summary of Operating Expenses and Fixed Charges 401
Supplement.—[Showing totalized figures for certain roads lying in more than one group] 470

V. Charges Against Income on Account of Railway Capital during the Year ending June 30, 1893 475
V. Supplement.—[Showing totalized figures for certain roads lying in more than one group] 507

VI. General Balance Sheet for the Year ending June 30, 1893. [Showing increase or decrease as compared with June 30, 1892.] 509

INDEXES.

Index to Railways 591
General Index 613

STATISTICS

OF

RAILWAYS IN THE UNITED STATES.

INTERSTATE COMMERCE COMMISSION,
DIVISION OF STATISTICS,
Washington, D. C., June 30, 1894.

To the Honorable Members of the Interstate Commerce Commission:

SIRS: Pursuant to instructions, I herewith submit the Sixth Annual Report of Railway Statistics in the United States, being the report for the year ending June 30, 1893. The titles of the tables contained in the body of this report are as follows:

TABLE I. Classification of Railways and Mileage for the Year ending June 30, 1893.

TABLE II. Amount of Railway Capital at the Close of the Year ending June 30, 1893.

TABLE III. Earnings and Income for the Year ending June 30, 1893:
- A. Earnings from Operation.
- B. Income from Property Owned but not Operated.

TABLE IV. General Expenditures for the Year ending June 30, 1893:
- A. Operating Expenses.
- B. Fixed Charges.
- C. Summary of Operating Expenses and Fixed Charges.

TABLE V. Charges against Income on Account of Railway Capital during the Year ending June 30, 1893.

TABLE VI. General Balance Sheet for the Year ending June 30, 1893.

All statistics in this report, with the exception of those contained in the General Balance Sheet, are given upon the basis of the territorial classification adopted in 1890. This classification has come to be recognized as a permanent feature of railway statistics in this country. The map which faces the title page shows the boundaries of the ten territorial groups into which the country is divided. Recognizing that the value of a current statistical publication depends in large measure upon uniformity in presentation from year to year, the order of the summaries in this report, as also their form, have been made to correspond with the summaries submitted in previous reports.

MILEAGE.

1. Railway Mileage, by States and Territories.
2. Railway Mileage, by Groups.
3. Railway Mileage, by Groups, showing Length of all Tracks.

In the first summary, which immediately follows, will be found a tribution of railway mileage by States and Territories, a statement the percentage of the mileage of each State and Territory to to mileage, the increase in mileage over that of the previous year, a also a statement of the number of miles of line per 100 square miles territory and the number of miles of line per 10,000 inhabitants, States and Territories.

SUMMARY OF RAILWAY MILEAGE IN THE UNITED STATES BY STATES AND TERRITORIES.

State or Territory.	Mileage on June 30, 1893.					Number of miles of line per 100 square miles of territory.[1]	Numl of mi of li per 10, inhal itant
	Official.	Unofficial.	Total.	Proportion to total mileage.	Increase over June 30, 1892.		
				Per cent.			
Alabama	3,565.81	97.25	3,663.06	2.08	76.45	7.11	22
Arkansas	2,274.65	150.18	2,424.83	1.37	72.02	4.57	20
California	4,506.32	264.58	4,770.90	2.70	122.95	3.06	37
Colorado	4,453.40	7.87	4,461.27	2.53	23.86	4.30	102
Connecticut	1,013.22	.....	1,013.22	.57	7.07	20.91	12
Delaware	317.77	.....	317.77	.18	1.20	16.21	17
Florida	2,218.60	473.15	2,691.75	1.52	121.77	4.96	64
Georgia	4,551.85	387.60	4,939.45	2.80	71.43	8.37	25
Idaho	1,083.51	.....	1,083.51	.61	92.92	1.29	121
Illinois	10,246.29	162.50	10,408.79	5.90	62.03	18.59	2
Indiana	6,162.14	135.43	6,297.57	3.57	187.38	17.54	2
Iowa	8,445.13	30.24	8,475.37	4.80	65.67	15.28	4
Kansas	8,887.65	.....	8,887.65	5.04	[3] 6.11	10.88	5
Kentucky	2,482.79	515.72	2,998.51	1.70	18.86	7.50	1
Louisiana	1,801.06	198.20	1,999.26	1.13	45.46	4.40	1
Maine	1,358.69	25.84	1,384.53	.78	28.82	4.63	1
Maryland	1,179.05	120.59	1,299.64	.74	18.43	13.18	1
Massachusetts	2,108.06	19.20	2,127.26	1.20	.11	26.46	
Michigan	6,974.31	623.69	7,598.00	4.31	156.75	13.23	3
Minnesota	5,853.87	58.00	5,911.87	3.35	272.18	7.46	4
Mississippi	2,439.61	26.00	2,465.61	1.40	31.71	5.32	1
Missouri	6,316.62	67.88	6,384.50	3.62	247.88	9.29	2
Montana	2,693.40	.....	2,693.40	1.53	409.66	1.85	19
Nebraska	5,529.22	.....	5,529.22	3.13	69.20	7.20	4
Nevada	922.62	10.00	932.62	.53	3.00	.85	19
New Hampshire	1,155.59	41.24	1,196.83	.68	14.47	13.29	2
New Jersey	2,084.35	69.27	2,153.62	1.22	37.09	28.89	1
New York	7,918.01	120.27	8,038.28	4.56	211.98	16.88	1
North Carolina	3,242.70	193.88	3,436.58	1.95	66.31	7.07	2

[1] On basis of 2,970,000 square miles, which covers "land surface" only and excludes Alaska.

[2] On basis of 66,551,571 population, which covers an estimated annual increase of 1,350,000 for 1892, and 1893, and excludes Alaska.

[3] Decrease.

RY OF RAILWAY MILEAGE IN THE UNITED STATES BY STATES AND TERRITORIES—Continued.

r Territory.	Mileage on June 30, 1893.					Number of miles of line per 100 square miles of territory.[1]	Number of miles of line per 10,000 inhabitants.[2]
	Official.	Unofficial.	Total.	Proportion to total mileage.	Increase over June 30, 1892.		
				Per cent.			
akota	2,320.46	.....	2,320.46	1.31	99.53	2.31	119.26
.....	8,040.68	322.03	8,362.71	4.74	178.71	20.52	21.49
.....	1,336.96	166.58	1,503.54	.85	[3] 19.47	1.59	45.22
vania.....	8,983.24	310.95	9,294.19	5.27	267.00	20.66	16.66
sland	222.65	3.40	226.05	.13	5.04	20.83	6.17
arolina	2,575.74	4.25	2,579.99	1.46	82.33	8.55	21.15
akota.....	2,674.12	29.58	2,703.70	1.53	.70	3.52	77.63
ee.....	2,583.97	462.80	3,046.77	1.73	37.76	7.30	16.27
.....	8,921.13	253.93	9,175.06	5.20	298.97	3.50	38.73
t.....	980.71	9.61	990.32	.56	37.25	10.84	28.11
.....	3,564.20	36.37	3,600.57	2.04	21.91	8.97	20.52
gton	2,331.91	435.33	2,767.24	1.57	556.32	4.14	74.71
irginia.....	1,740.17	78.04	1,818.21	1.03	365.01	7.38	22.50
in.....	5,951.34	59.00	6,010.34	3.41	107.82	11.04	33.62
g.....	1,150.14	.....	1,150.14	.65	101.48	1.18	178.44
.....	.....	.....	.....	.....	.....	.....	.....
.....	1,041.08	119.12	1,160.20	.66	64.40	1.03	183.07
of Columbia ..	28.35	.....	28.35	.02	[3] 1.88	47.25	1.16
Territory.....	1,188.27	.....	1,188.27	.67	88.89	3.33	62.48
xico....	1,372.81	39.20	1,412.01	.80	[3] 2.03	1.15	86.85
a.....	198.22	.....	198.22	.11	.....	.51	30.22
.....	1,339.86	.....	1,339.86	.76	77.42	1.63	60.83
tal	170,332.30	6,128.77	176,461.07	100.	4,897.55	5.94	26.51

sis of 2,970,000 square miles, which covers "land surface" only and excludes Alaska.
sis of 66,551,571 population, which covers an estimated annual increase of 1,250,000 for 1891, 1893, and excludes Alaska.
ase.

m the above summary it appears that the railway mileage in the d States on June 30, 1893, was 176,461.07 miles. This shows an se during the year of 4,897.55 miles, being an increase of 2.80 per The previous report showed an increase during the year ending 30, 1892, of 3,160.78, being an increase of 1.88 per cent over the ge of the year 1891. The rate of increase from 1886 to 1887 was er cent; from 1887 to 1888, 6.05 per cent; from 1888 to 1889, 3.22 nt; from 1889 to 1890, 4.78 per cent; and from 1890 to 1891, 2.94 nt. By a comparison of the rates of increase for the years named he rate for the year covered by this report, it appears that rail- onstruction during the twelve months ending June 30, 1893, s below the average of construction for the six previous years however, in excess of the rate of increase for the accounting year iately preceding, and probably indicates a turn in the curve of y construction.

It is possible from the above summary to localize railway const tion during the year. The State of Washington leads in construc with 556.32 miles; Montana shows an increase of 409.66 miles; W Virginia of 365.01 miles, and Texas of 298.97 miles. The other St which show an increase in mileage in excess of 100 miles are Califor Florida, Indiana, Michigan, Minnesota, Missouri, New York, O Pennsylvania, Wisconsin, and Wyoming. The States of Kansas, (gon, the Territory of New Mexico, and the District of Columbia, sl a slight decrease in mileage, due to remeasurement of main lines abandonment of small, unimportant lines.

A concise statement of the changes in mileage during the year c ered by this report for all States showing an increase in mileag excess of 100 miles, will be found on pages 87, to 91, inclusive.

In the next summary will be found a comparative statement of r way mileage, by groups, for the years ending June 30, 1890, to 1 inclusive.

SUMMARY OF RAILWAY MILEAGE, BY GROUPS.

Territory covered.	Line owned.					Number of miles of line per 100 square miles of territory.[1]	Num of m of li per 1 inhs tant
	1893.	1892.	1891.	1890.	Increase, 1893 over 1892.		
	Miles.	*Miles.*	*Miles.*	*Miles.*	*Miles.*		
Group I	7,062.22	7,004.95	6,930.46	6,877.67	57.27	11.39	
Group II	19,964.81	19,339.46	19,017.75	18,613.82	625.35	18.42	
Group III	22,364.19	22,271.02	22,012.95	21,718.27	93.17	17.75	
Group IV	10,877.44	10,335.55	9,834.78	9,032.08	541.89	7.82	
Group V	20,190.59	19,838.81	19,503.22	18,635.09	351.78	6.74	
Group VI	39,656.87	38,520.37	37,890.84	37,463.44	1,136.50	10.65	
Group VII	10,493.09	9,525.27	9,385.23	8,886.93	967.82	2.54	
Group VIII	21,387.29	21,056.95	20,776.18	20,355.20	330.34	5.86	
Group IX	10,779.37	10,443.04	10,173.07	9,854.18	336.33	3.82	
Group X	13,685.20	13,228.10	12,878.26	12,160.37	457.10	1.80	
Total—United States.	176,461.07	171,563.52	168,402.74	163,597.05	4,897.55	5.94	

[1] On basis of 2,970,000 square miles, which covers "land surface" only, and excludes Alaska.
[2] On basis of 66,551,571 population, which covers an estimated annual increase of 1,250,000 for 1892, and 1893, and excludes Alaska.

A word of caution is necessary in making use of the figures presen in the column which shows the increase in mileage by groups, si these figures are affected not only by the bringing of newly constru line into operation, but by correction in the assignment of railway to the several groups. For example, in the case of Group VI, wl shows an increase of mileage of 1,136.50, the previous report mad assignment of 387.68 miles to Group III, which in the present repo included in the mileage of Group VI. For an accurate localizatio railway mileage, reliance should be placed upon the Summary by St and Territories.

he figures presented in the last two columns of the above summary exceedingly suggestive, since they are the resultant of the growth distribution of population on the one hand, and of the expansion ailway facilities on the other. They go far to explain the character he service rendered, as also the financial standing of the roads in the ious territorial groups. Speaking of railway construction for the ntry as a whole, the increase in mileage during the year covered by s report shows an increase in the number of miles per 100 square es of territory from 5.78 in 1892 to 5.94 in 1893; or assigned on the sis of population, it shows the number of miles of line per 10,000 abitants to have increased from 26.27 miles in 1892 to 26.51 miles in 93. This second statement rests upon the assumption that the popu- ion of the United States has been subject to an increase of 1,250,000 nually since 1890, giving a total population on June 30, 1893, of ,551,571. A comparison of the rate of increase in population with the te of increase in railway facilities, even for these years of depressed ilway construction, shows that railway facilities expand more rapidly an population.

The figures of the above summary pertain to single track mileage; n the following summary will be found a statement of the mileage of ll tracks.

UMMARY OF RAILWAY MILEAGE, BY GROUPS, SHOWING LENGTH OF SINGLE TRACK, SECOND TRACK, THIRD TRACK, FOURTH TRACK, AND OF YARD TRACK AND SIDINGS.

Territory covered.	Single track.	Second track.	Third track.	Fourth track.	Yard track and sidings.	Total mileage operated (all tracks).
	Miles.	*Miles.*	*Miles.*	*Miles.*	*Miles.*	
Group I	7,419.92	1,350.64	64.24	51.66	2,739.24	11,625.70
Group II	19,270.95	5,231.48	733.82	542.49	8,979.89	34,758.63
Group III	21,756.15	1,506.26	31.34	13.07	7,283.49	30,590.31
Group IV	10,561.44	123.99	2.00	.....	1,584.10	12,271.53
Group V	17,005.34	79.16	.....	.....	2,836.74	19,921.24
Group VI	39,975.40	1,575.71	79.75	59.81	8,705.38	50,396.05
Group VII	10,423.80	18.80	.....	.....	1,615.27	12,057.87
Group VIII	21,214.13	98.53	1.83	1.43	3,494.79	24,810.71
Group IX	10,199.85	.....	.....	.....	1,407.03	11,606.88
Group X	11,952.86	66.79	.....	.....	1,805.33	13,824.98
Total reporting, 1893	169,779.84	10,051.36	912.98	668.46	40,451.26	221,863.90
Not reporting	6,681.23	.....	.....	.....	1,592.14	8,273.37
Total—United States, 1893.	176,461.07	10,051.36	912.98	668.46	42,043.40	230,137.27
Total—United States, 1892.	171,563.52	9,367.21	852.70	626.47	39,941.45	222,351.35
Total—United States, 1891.	168,402.74	8,865.71	813.13	749.51	37,318.05	216,149.14
Total—United States, 1890.	163,597.05	8,437.65	760.88	561.81	35,255.16	208,612.55

NOTE.—For full statement of mileage by groups from 1880 to 1892, inclusive, see pages 13 and 14 of the Report of Railway Statistics for 1892.

As in previous reports, the above summary presents two sets of totals for 1893, the first pertaining to the mileage upon which complete reports have been made to this office, the other to the actual mileage of the country. Thus the grand total of single track mileage in this summary is the same as that already given in the previous exhibits. The significant figure for this report, however, is not the physical mileage but the mileage covered by reports and made the basis of computation, that is to say, 169,779.84. All computations, except those for the General Balance Sheet, are based upon this figure. The total length of track including first, second, third, fourth track, and yard tracks and sidings, on June 30, 1893, was 230,137.27 miles. This includes 10,051.36 miles of second track, being an increase of 684.15 miles over the previous year, 912.98 miles of third track, being an increase of 60.28 miles over the previous year, 668.46 miles of fourth track, being an increase of 41.99 miles over the previous year, and 42,043.40 miles of yard track and sidings, being an increase of 2,101.95 miles over the previous year.

The mileage covered by the report for the present year is 7,382.54 miles in excess of the mileage upon which the carriers made report the previous year, although the increase in mileage was only 4,897.55 miles. This is largely accounted for by the fact that the Central Railroad and Banking Company of Georgia, with 1,560.47 miles of operating line, renewed its reporting which was suspended the previous year, and the San Antonio and Aransas Pass Railway, with 687.40 miles, filed a report for the first time. The mileage for which complete reports have been rendered to the Commission during the year ending June 30, 1893, is equal to 96.30 per cent of the total mileage of the country; and when it is observed that there are 74 lines returned as "Not in operation," and 99 lines reported as "Private roads," many of which are excused from reporting, and that the mileage of these 173 lines is included in the total mileage of the country, it must be recognized that the present report covers practically all the operating railways which render to the public the service of transportation. This report is the most complete report on railway statistics which has yet been submitted to the Commission.

CLASSIFICATION OF RAILWAYS.

1. Classification of Mileage according to Organization for Operation
2. Classification of Roads according to Organization for Operation
3. Classification of Roads according to Organization for Operation by Groups.
4. Summary of Changes in List of Railways.
5. Classification of Railways on the basis of Operated Mileage.

It is the aim of the first summary, under the head of Classification of Railways to show the manner in which the railway property of the country is organized for the purpose of operation.

CLASSIFICATION OF MILEAGE ACCORDING TO ORGANIZATION FOR OPERATION.

Territory covered.	Line owned.	Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated (single track).
	Miles.	*Miles.*	*Miles.*	*Miles.*	*Miles.*	
Group I	3,852.62	71.64	3,335.86	124.86	34.94	7,419.92
Group II	8,767.05	1,149.88	5,673.80	2,824.14	856.08	19,270.95
Group III	14,894.94	1,257.12	3,051.48	1,999.48	553.13	21,756.15
Group IV	6,965.90	19.00	3,120.55	328.89	127.10	10,561.44
Group V	12,753.62	2,166.95	1,517.36	382.04	185.37	17,005.34
Group VI	28,046.47	3,699.58	3,814.92	3,133.58	1,280.85	39,975.40
Group VII	8,446.40	186.91	1,161.71	420.60	208.18	10,423.80
Group VIII	16,859.97	2,020.11	1,431.30	250.49	652.26	21,214.13
Group IX	8,195.42	1,727.88	57.78	16.13	202.64	10,199.85
Group X	5,205.58	2,981.96	1,443.86	2,301.81	19.65	11,952.86
Total—United States, 1893.	113,987.97	15,281.03	24,608.62	11,782.02	4,120.20	169,779.84
Total—United States, 1892.	112,678.69	13,805.94	22,234.47	9,732.37	3,945.83	162,397.30
Total—United States, 1891.	108,738.41	14,386.30	26,552.78	7,784.17	3,818.51	161,275.17
Total—United States, 1890.	99,931.12	13,926.16	27,723.73	11,573.46	3,244.59	156,404.06

The length of line operated by the company, which owns it, on June 30, 1893, was 113,987.97 miles, being an increase of 1,309.28 miles over the line so owned and operated the previous year. When it is noticed that the increase of railway mileage was 4,897.55, it at once becomes apparent that the tendency towards merger, consolidation, lease, traffic agreement, and the like, is relatively stronger than the tendency towards railway construction. The length of line classified as the "Line of proprietary companies," by which is meant mileage of companies whose entire capital stock is owned by the company making report of operation on June 30, 1893, was 15,281.03 miles, being 1,475.09 miles in excess of the corresponding mileage of the previous year. The length of line operated under lease on June 30, 1893, was 24,608.62 miles, showing an increase over the previous year of 2,374.15 miles. The length of line operated under contract, by which is meant mileage for which a rental is paid contingent upon earnings or some other consideration, on June 30, 1893, was 11,782.02 miles, being an increase of 2,049.65 miles over the line so operated the previous year. These differences, taken in connection with the increase of mileage brought under operation, may be accepted as something of a measure of the length of line affected by changes in the organization of railway property. A summary of the changes in organization for the year, covered by the present report, and which have resulted in the figures brought to notice, will be found in the following statement, which shows the number and standing of railway corporations existing on June 30, of the years 1890 to 1893, inclusive:

CLASSIFICATION OF ROADS ACCORDING TO ORGANIZATION FOR OPERATION.

Class.	Number.				
	1893.	1892.	1891.	1890.	Increase of 1893 over 1892.
Operating roads:					
Independent	752	712	709	747	40
Subsidiary:					
Fixed money rental	16	20	16	22	[1] 4
Contingent money rental	14	16	14	16	[1] 2
Other relation	115	102	93	95	13
No information	42	49	57	46	[1] 7
Total operating roads	939	899	889	926	40
Independent roads, "Line owned," not in operation	64	42	35	39	22
Subsidiary roads:					
Fixed money rental	326	320	308	299	6
Contingent money rental	195	186	183	179	9
Other relation	203	184	194	200	19
No information	54	71	62	58	[1] 17
Total subsidiary roads	778	761	747	736	17
Subsidiary roads, "Line owned" not in operation	10	13	9	9	[1] 3
Private roads	[2] 99	[2] 107	[3] 105	87	[1] 8
Total number of roads	1,890	1,822	1,785	1,797	68

[1] Decrease. [2] Includes three roads not in operation. [3] Includes four roads not in operation.

From the above statement it appears that the total number of railway corporations on June 30, 1893, was 1,890, being an increase of 68 over the corresponding number the previous year. The number of corporations which maintain operating accounts was 939, of which 752 were independent operating roads. Of the roads maintaining operating accounts, but which are subsidiary to other lines, 16 are leased for a fixed money rental, 14 for a contingent money rental, and 115 are in some manner united to independent lines by ownership of stock, traffic agreements, or some other like contract. In Table I, in the body of this report, there will be found a concise statement of the legal standing of every railway in the United States, and as a matter of interest it may be remarked that the volume to be shortly published by the Eleventh Census on railway transportation contains a similar statistical history of all railways in this country from 1880 to 1890, inclusive. The total number of subsidiary lines which did not maintain operating accounts on June 30, 1893, was 778, of which 326 received a fixed money rental, 195 a contingent money rental, and 203 exhibit a dependence not easily subjected to definite classification. As stated in the previous report, the corporations, whether maintaining operating accounts or classified as subsidiary roads, which are returned in this table against the heading "Other relations" may, as a rule, be regarded as in the process of consolidation. With these explanations the figures in the last column of the above summary are interesting.

t is the purpose of the next summary to localize by groups the nges which have taken place in the organization of railway property the purpose of operations during the year.

SSIFICATION OF ROADS ACCORDING TO ORGANIZATION FOR OPERATION, BY GROUPS.

Class.	Group.									
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.
perating roads:										
Independent	42	156	[1] 100	[2] 69	[3] 114	[4] 117	[5] 9	[2] 58	[3] 45	[1] 67
Subsidiary:										
Fixed money rental	3	5	3	.....	2	2	.....	1	.....	.....
Contingent money rental	1	1	3	.....	4	1	1	2	1	.....
Other relation	5	35	12	5	12	[2] 10	7	19	5	[2] 7
No information	2	11	8	4	8	6	.....	1	.....	2
Total operating roads	53	208	[1] 126	[2] 78	[3] 140	[3] 136	[6] 17	[2] 81	[3] 51	[2] 76
Independent roads, "Line owned" not in operation.	1	15	6	5	11	4	.....	7	6	9
Subsidiary roads:										
Fixed money rental	73	120	34	19	13	31	[2] 6	20	2	9
Contingent money rental	11	39	30	17	10	25	.....	[2] 4	4	6
Other relation	11	70	31	23	8	18	5	17	5	15
No information	8	15	12	3	3	9	.....	2	1	1
Total subsidiary roads	103	294	107	62	34	88	[2] 11	[2] 43	12	31
Subsidiary roads, "Line owned" not in operation.	.....	6	1	.....	1	.....	.....	1	.....	1
Private roads	5	13	4	5	19	9	1	8	15	20
Total number of roads	162	536	[1] 244	[2] 150	[3] 205	[3] 232	[7] 29	[6] 140	[3] 84	[2] 137

[1] Includes two roads assigned to other groups.
[2] Includes three roads assigned to other groups.
[3] Includes one road assigned to other groups.
[4] Includes nine roads assigned to other groups.
[5] Includes ten roads assigned to other groups.
[6] Includes four roads assigned to other groups.
[7] Includes five roads assigned to other groups.

The general facts of the above summary are presented in another m in the next statement, which shows the changes which have taken ce in the mailing list of railways maintained in the division of sta- tics. The number of miles covered by the changes as well as the mber of corporations affected are included in the statement.

SUMMARY OF CHANGES IN LIST OF RAILWAYS DURING THE YEARS ENDING JUN
1893 AND 1892.

Class.	1893.			1892.		
	Number.	Line owned.	Line operated.	Number.	Line owned.	L ope
		Miles.	*Miles.*		*Miles.*	M
Road abandoned	19	168.05	126.04	9	122.58	1
Name changed	6	339.67	478.65	5	131.50	1
Merged	28	749.87	724.15	19	1,143.48	1
Reorganized	20	1,732.79	1,710.85	17	1,223.42	1,1
Consolidated	16	1,469.19	1,548.84	16	322.67	1
Correct name	5	54.00	43.50	34	2,476.29	4
Branch of and owned by	11	105.03	19.85	1	11.10	.....
No longer in existence	6	67.10	40.10	1	17.50	
Street railway	1	4.27	4.27	1	1.00	
Not a railway	3	11.91	11.91	3	25.70	
Total	115	4,701.88	4,708.16	106	5,475.24	3,1

From the above summary it appears that 19 lines, representing operated mileage of 126.04 miles, have been abandoned during year. The significant figures, however, are those which pertain to number of mergers, reorganizations, and consolidations. Twenty-e lines, representing an operated mileage of 724.15 miles, have b merged during the year; 20 lines, representing an operated mileag 1,710.85 miles have been reorganized, and 16 lines, representing operated mileage of 1,548.84 miles, have been consolidated. Pag of the previous report presents a corresponding statement for the 1891. The resultant of these changes, as also those which fo reorganization, or the construction of new lines, are presented another manner in the following summary, which classifies railway the basis of mileage operated, presenting five classes of roads, nam those in excess of 1,000 miles of line; those operating from 600 to 1, miles; those operating from 400 to 600 miles; those operating f 250 to 400 miles; and those operating 250 miles or less.

IFICATION OF RAILWAYS ON THE BASIS OF OPERATED MILEAGE FOR THE YEARS ENDING JUNE 30, 1893 AND 1892.

Classification of road.	Operating corporations.		Aggregate mileage in classes.		Proportion to total mileage.	
	1893.	1892.	1893.	1892.	1893.	1892.
					Per cent.	*Per cent.*
ge over 1,000	42	43	96,385.54	99,231.74	55.78	57.86
ge from 600 to 1,000	26	24	19,759.21	18,052.14	11.20	10.53
ge from 400 to 600	23	24	11,867.17	12,306.65	6.73	7.17
ge from 250 to 400	41	40	12,969.97	12,796.20	7.35	7.46
ge under 250	902	871	33,398.43	29,115.23	18.94	16.98
Total	[1] 1,034	[2] 1,002	[3]176,380.32	[4]171,501.96	100.	100.

a basis of Table I, excluding four "private roads" not in operation, but including the six mentioned in note 3.
a basis of Table I, excluding four "private roads" not in operation, but including the seven mentioned in note 4.
ncludes 899.86 miles outside of the United States operated by six roads, as follows: Boston & e R. R., 26.75 miles; Maine Central R. R., 53.00 miles; Southeastern Ry., 201.50 miles; St. Croix nobscot R. R., 4.75 miles; Michigan Central R. R., 378.91 miles; Northern Pacific R. R., 264.96 . See also note 1.
ncludes 865.95 miles outside of the United States operated by seven roads, as follows: Boston & e R. R., 26.75 miles; Central Vermont R. R., 19.90 miles; Maine Central R. R., 53.00 miles, heastern Ry., 209.10 miles; St. Croix & Penobscot R. R., 4.75 miles; Michigan Central R. R., 1 miles; Northern Pacific R. R., 263.54 miles. See also note 2.

The number of corporations whose operated line exceeded 1,000 miles June 30, 1893, was 42 as against 43 in the previous year. This ange is due to the fact that the Canadian Pacific Railway has been from the list, inasmuch as the mileage for which operations are luded in this Report is that mileage only which lies within the terri- y of the United States. The number of corporations operating a eage between 600 and 1,000 miles was 26 in 1893 as against 24 in 2. This is due to the fact that the New York, New Haven and rtford Railroad, which last year came in the class below, increased mileage by the lease of the Housatonic Railroad and the Providence d Worcester Railroad, and that the Terre Haute and Indianapolis ilway has increased its mileage by the lease of the Terre Haute and oria Railroad. The third class of roads, namely, those which operate m 400 to 600 miles, were 23 in 1893 as against 24 in 1892. This ange is due to the fact that the two roads above mentioned were ken out of this class and transferred to the higher class, while the ilwaukee and Northern Railway was transferred from the class below. e lines added to the class of roads operating a mileage from 250 400 miles were the Toledo and Ohio Central Railway and South lorida Railway. This class lost by transfer the Milwaukee and North- n Railway. The figures in the summary have received sufficient com ent in previous reports. They measure in an imperfect way the ttent of railway consolidation, although in making use of them for is purpose it should be held in mind that in several cases lines which

are legally independent are for all practical purposes under a sin management. The extent to which railway consolidation has proceed in the United States is not adequately indicated by the above class cation of roads.

EQUIPMENT.

1. Equipment, by Groups—Locomotives.
2. Equipment, by Groups—Cars.
3. Assignment of Equipment per 100 Miles to Length of Line, Groups.
4. Assignment of Equipment to Amount of Traffic, by Groups.
5. Equipment Fitted with Train Brake—Locomotives.
6. Equipment Fitted with Train Brake—Cars.
7. Equipment Fitted with Automatic Coupler—Locomotives.
8. Equipment Fitted with Automatic Coupler—Cars.
9. Equipment Fitted with Train Brake, by Groups, showing Kind Brake Used.
10. Equipment Fitted with Automatic Coupler, by Groups, showi Kind of Coupler Used.
11. Equipment Fitted with Automatic Coupler, showing Kind Coupler Used, 1893, 1892, 1891, and 1890.
12. Classification of Cars in Passenger Service Fitted with Tra Brake, by Groups.
13. Classification of Cars in Freight Service Fitted with Train Bral by Groups.
14. Classification of Other Cars Fitted with Train Brake, by Grou
15. Classification of Cars in Passenger Service Fitted with Aut matic Coupler, by Groups.
16. Classification of Cars in Freight Service Fitted with Automat Coupler, by Groups.
17. Classification of Other Cars Fitted with Automatic Coupler, b Groups.

The railway equipment covered in this report includes such rollin stock only as is owned by the railway corporations. So far as locom tives are concerned, the total number used by the railways is covere by the figures which follow, but the number of cars of various kind owned by corporations, companies, and individuals, other than railwa corporations, is a large and continually increasing number.

In the two summaries which immediately follow will be found classified statement, by groups, and for the United States, of locom tives and cars.

SUMMARY OF EQUIPMENT, BY GROUPS—LOCOMOTIVES.

Territory covered.	Passenger.	Freight.	Switching.	Unclassified and leased.	Total.
.....	1,022	991	394	139	2,546
.....	2,484	4,840	1,074	523	8,921
I.....	1,333	3,035	990	343	5,701
.....	285	761	142	353	1,541
.....	680	1,371	306	193	2,550
I.....	1,583	3,908	1,122	223	6,836
II	211	732	154	150	1,247
III	811	1,545	424	162	2,942
.....	230	564	118	131	1,043
.....	318	852	78	213	1,461
tal—United States, 1893.....	8,957	18,599	4,802	[1] 2,430	34,788
tal—United States, 1892	8,848	17,559	4,355	[2] 2,374	33,136
rease	109	1,040	447	56	1,652

[1] Includes 416 unclassified. [2] Includes 486 unclassified.

SUMMARY OF EQUIPMENT, BY GROUPS—CARS.

erritory covered.	Passenger service.	Freight service.	Company's service.	Fast freight line service.	Total cars owned.	Cars leased.	Total.
.....	4,076	47,461	3,881	2,437	57,855	4,505	62,360
.....	8,926	284,730	12,760	16,125	322,541	69,833	392,374
I.....	4,435	189,765	4,991	12,845	212,036	40,208	252,239
V.....	1,105	40,966	1,846	10	43,927	5,734	49,661
.....	2,100	71,560	2,699	.....	76,359	8,099	84,458
I.....	5,490	218,897	7,055	2,648	234,080	8,038	242,118
II.....	789	29,459	1,378	.....	31,626	4,194	35,820
III.....	2,150	77,735	3,251	165	83,301	8,146	91,447
X.....	744	23,005	1,221	.....	24,970	2,667	27,637
.....	1,579	29,729	1,835	40	33,183	2,649	35,832
d—United States, 1893...	31,384	1,013,307	40,917	34,270	1,119,878	154,068	1,273,946
d—United States, 1892...	28,876	966,998	36,901	35,978	1,068,753	146,339	1,215,092
ease.....	2,508	46,309	4,016	[1] 1,708	51,125	7,729	58,854

[1] Decrease.

e total number of locomotives on June 30, 1893, was 34,788, of
h 8,957 were passenger locomotives, 18,599 freight locomotives,
switching locomotives, the remainder being unclassified. The
ase in locomotives during the year was 1,652, of which 109 are
ed as passenger locomotives and 1,040 as freight locomotives.

e total number of cars reported by the railways was 1,273,946, of
h 31,384 are assigned to the passenger service, 1,013,307 to freight
e under the direct control of the company, and 34,270 to freight
e through the agency of fast freight lines. The number of cars
d, which for the most part are the property of trust companies,
epresented by equipment trust obligations, was 154,068.

In the following summaries will be found a statement of the equi ment per 100 miles of line, and an assignment showing the amount traffic per passenger locomotive, per freight locomotive, and per pa senger and per freight cars.

ASSIGNMENT OF EQUIPMENT PER 100 MILES TO LENGTH OF LINE, BY GROUPS.

Territory covered.	Locomotives.				Cars.			
	Total.	Passenger.	Freight.	Leased and unclassified.	Total.	Passenger service.	Freight and fast freight line service.	Leas
Group I	34	14	13	2	840	55	672	
Group II	46	13	25	3	2,036	46	1,561	
Group III	26	6	14	2	1,159	20	931	
Group IV	15	3	7	3	470	19	388	
Group V	15	4	8	1	497	12	421	
Group VI	17	4	10	1	606	14	554	
Group VII	12	2	7	1	344	8	283	
Group VIII	14	4	7	1	431	10	367	
Group IX	10	2	6	1	271	7	226	
Group X	12	3	7	2	300	13	249	
United States, 1893	20	5	11	1	750	18	617	
United States, 1892	20	5	11	1	748	18	618	
Increase	.....	.....	.....	.....	2	.....	[1] 1	

[1] Decrease.

ASSIGNMENT OF EQUIPMENT TO AMOUNT OF TRAFFIC, BY GROUPS.

Territory covered.	Passengers carried per passenger locomotive.	Passenger miles per passenger locomotive.	Tons carried per freight locomotive.	Ton miles per freight locomotive.	Passenger cars per 1,000,000 passengers carried.	Freigh cars pe 1,000,00 tons of freight carried.
Group I	125,219	1,938,516	46,010	3,355,570	33	1,1
Group II	90,352	1,562,589	54,029	5,910,258	40	1,4
Group III	52,053	1,658,376	52,548	6,334,579	64	1,8
Group IV	40,610	1,521,895	30,690	5,021,179	96	2,0
Group V	28,816	1,108,742	41,101	4,310,375	107	1,4
Group VI	55,826	1,578,860	30,119	4,524,680	62	1,8
Group VII	24,127	1,855,243	22,183	3,814,440	155	2,0
Group VIII	20,370	1,109,669	24,207	4,407,674	130	2,3
Group IX	29,387	1,486,787	25,179	4,774,963	110	1,8
Group X	75,014	2,627,368	15,600	3,195,716	66	2,4
United States, 1893	66,268	1,588,601	40,062	5,031,889	53	1,6
United States, 1892	63,399	1,510,273	40,239	5,025,403	51	1,6
Increase	2,869	78,328	[2] 177	6,486	2	[2]

[1] On basis of "cars in freight service," "fast freight line service," and "cars leased."
[2] Decrease.

The first of the above summaries shows the density of equipment t be a comparatively stationary factor, the only change being in co nection with the total cars, the number being 750 per 100 miles of lin

1893 as against 748 in 1892. A slight decrease is found in the number of cars assigned to the fast freight line service per 100 miles of line.

No question which may be answered by statistics commands greater interest from the railway employé than that of automatic devices for the management of trains, and the purpose of the four summaries which follow is to show the extent to which automatic couplers and train brakes have come into use, and the advance made in this direction since the date of the last report. This is especially interesting, in view of the fact that Congress in March, 1893, made it obligatory upon carriers to supply their equipment with automatic couplers and train brakes before January, 1898. A comparison like that rendered possible by the following summaries of equipment furnished with automatic devices with the total of equipment, enables one to judge respecting the influence of the law during the last twelve months.

SUMMARY OF EQUIPMENT FITTED WITH TRAIN BRAKE—LOCOMOTIVES.

Territory covered.	Passenger.	Freight.	Switching.	Leased and unclassified.	Total.
Group I	1,013	719	79	123	1,934
Group II	2,469	3,440	612	319	6,840
Group III	1,320	2,237	552	321	4,430
Group IV	271	441	93	312	1,117
Group V	654	833	129	170	1,786
Group VI	1,553	3,298	751	260	5,862
Group VII	210	703	133	144	1,190
Group VIII	808	1,088	223	126	2,245
Group IX	220	504	89	83	896
Group X	305	796	68	191	1,360
Total—United States, 1893	8,823	14,059	2,729	2,049	27,660
Total—United States, 1892	8,705	12,572	2,244	1,784	25,305
Increase	118	1,487	485	265	2,355

SUMMARY OF EQUIPMENT FITTED WITH TRAIN BRAKE—CARS.

Territory covered.	Passenger service.	Freight service.	Company's service.	Fast freight line service.	Total cars owned.	Cars leased.	Total.
Group I	4,042	3,634	137	553	8,366	1,196	9,562
Group II	8,756	27,828	1,026	4,617	42,227	12,664	54,891
Group III	4,364	19,142	62	981	24,549	6,367	30,916
Group IV	1,030	4,183	29	10	5,252	2,877	8,129
Group V	1,859	4,967	16	.....	6,842	1,776	8,618
Group VI	5,395	56,377	649	95	62,516	3,655	66,171
Group VII	787	15,810	244	.....	16,841	4,080	20,921
Group VIII	2,105	34,741	959	.....	37,805	1,394	39,199
Group IX	724	5,727	150	.....	6,601	75	6,676
Group X	1,500	21,732	407	40	23,679	2,605	26,284
Total—United States, 1893	30,562	194,141	3,679	6,296	234,678	36,689	271,367
Total—United States, 1892	28,202	160,256	2,756	4,412	195,626	35,938	231,564
Increase	2,360	33,885	923	1,884	39,052	751	39,803

SUMMARY OF EQUIPMENT FITTED WITH AUTOMATIC COUPLER—LOCOMOTIVES.

Territory covered.	Passenger.	Freight.	Switching.	Leased and unclassified.	Total.
Group I	198				
Group II	1,266	123	65	81	1,535
Group III	546	78	17	102	743
Group IV	208	72	16	294	590
Group V	245	87	9	97	438
Group VI	137	183	11	4	335
Group VII	36	107	3		146
Group VIII	3	4	1		
Group IX				1	
Group X	1	1			
Total—United States, 1893	2,640	655	122	519	3,936
Total—United States, 1892	1,930	449	143	401	2,923
Increase	710	206	[1]21	118	1,013

[1] Decrease.

SUMMARY OF EQUIPMENT FITTED WITH AUTOMATIC COUPLER—CARS.

Territory covered.	Passenger service.	Freight service.	Company's service.	Fast freight line service.	Total cars owned.	Cars leased.	Total.
Group I	3,998	12,935	223	458	17,613	326	17,939
Group II	8,771	79,649	455	8,838	97,713	34,880	132,593
Group III	4,320	33,569	175	2,788	40,852	11,701	52,553
Group IV	1,019	7,479	107	10	8,615	3,346	11,961
Group V	2,001	10,232	43	.....	12,276	4,130	16,406
Group VI	5,276	56,320	523	272	62,391	1,136	63,527
Group VII	784	6,852	50	.....	7,686	155	7,841
Group VIII	2,073	5,925	152	.....	8,150	815	8,965
Group IX	723	1,467	23	.....	2,213	8	2,221
Group X	1,481	2,495	77	.....	4,053	243	4,296
Total—United States, 1893	30,446	216,923	1,827	12,366	261,562	56,740	318,302
Total—United States, 1892	27,923	155,117	1,264	10,503	194,807	46,604	241,411
Increase	2,523	61,806	563	1,863	66,755	10,136	76,891

The general facts to be gleaned from the above statements are as follows: Out of a total of 8,957 passenger locomotives, the property of the railways on June 30, 1893, 8,823 were fitted with train brakes, and out of a total of 18,599 freight locomotives, 14,059 were fitted with train brakes. A little over one-half of switching locomotives are so equipped. Of the 34,788 locomotives, including leased and unclassified, 27,660 are reported as being fitted with train brakes. A comparison of the increase in the two items of new equipment and equipment fitted with train brakes shows that all the new passenger, freight, and switching locomotives, and some of the old ones, have been so equipped during the year. With regard to automatic couplers, it appears that out of a total of 8,957 passenger locomotives on June 30, 1893, 2,640 were equipped with

matic couplers, and out of a total of 18,599 freight locomotives only were so equipped. There are 30,000 locomotives in use by the rail- s which have not automatic couplers.

urning now to cars, out of a total of 31,384 cars in passenger service, 62 are fitted with train brakes, and out of a total of 1,013,307 cars in ght service 194,141 are so equipped; or comparing the total cars with total cars fitted with train brakes, it appears that 271,367 out of an regate of 1,273,946 are furnished with train brakes. A comparison the increase in cars with the increase in cars fitted with train brakes ws no progress in this direction during the year covered by the ort. This showing is somewhat better, though by no means satis- tory, in the case of automatic couplers; 30,446 out of a total of 384 cars in the passenger service are equipped with automatic coup- s, and the increase in passenger cars so fitted was slightly in ex cess the increase in the passenger cars. The great difficulty, however, s in the cars assigned for the freight service, and here the comparison ws that only 216,923, out of a total of 1,013,307 cars assigned to the ght service under the direct control of the roads, are fitted with tomatic couplers. The increase in cars of this class during the r was 46,309, while the increase in cars fitted with automatic coup- s was 61,806, showing a slight gain in this regard, but a full com- rison of the data presented in the summaries pertaining to increase equipment, and increase of equipment fitted with automatic coup- s, warrants the conclusion that the railways are moving very slowly this matter. These general facts are presented in the following com- rative summary, covering the accountant years 1889 to 1893, inclu- e. Equipment in this summary includes both locomotives and cars.

MPARATIVE STATEMENT OF EQUIPMENT, AND OF EQUIPMENT FITTED WITH TRAIN BRAKE AND AUTOMATIC COUPLER, FOR THE YEARS ENDING JUNE 30, 1893, 1892, 1891, 1890, AND 1889.

Year.	Total equipment.	Increase.	Equipment fitted with train brake.	Increase.	Equipment fitted with automatic coupler.	Increase.
3	1,308,734	60,506	299,027	42,158	322,238	77,904
2	1,248,228	27,139	256,869	68,537	244,334	75,299
1	1,221,089	21,282	188,332	39,505	169,035	53,716
0	1,199,807	101,205	148,827	20,668	115,319	34,809
9	1,098,602	.....	128,159	.....	80,510	.....

As in the case of previous reports, a compilation has been made lowing by groups, and for the United States, the kind of train brakes nd automatic couplers in use. These facts are given as reported by le carriers and without any attempt at classifying couplers of the me general type. The compilation also enables a statement to be ade of the number of the various kinds of passenger and freight cars ted with train brakes and automatic couplers. The compilations are

inserted for the use of any who may desire to make a careful study the question.

SUMMARY OF EQUIPMENT FITTED WITH TRAIN BRAKE, BY GROUPS, SHOWI KIND OF BRAKE USED.

Kind of brake.	Group.										Tot
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
American steam	.....	244	237	9	202	175	7	38	54	.....	1
Baldwin	.....	1	.....	.....	.....	.....	.....	.....	.....	4	
Beal's steam	.....	90	.....	.....	.....	1	.....	.....	.....	.....	
Boyden	.....	.....	59	25	313	205	.....	1	193	.....	1
Eames vacuum	155	542	113	20	166	70	2	3	1	.....	1,(
Haberkorn	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	
Lansberg	.....	.....	.....	.....	76	624	.....	.....	.....	.....	7
Lawrence vacuum	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	
Loughridge	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	
New York	24	2,753	128	7	149	2,803	573	626	70	.....	7,1
St. Louis steam	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	
Shortt	.....	11	.....	.....	.....	.....	.....	.....	.....	.....	
Standard Empire vacuum	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Turner-Beard	95	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Westinghouse	11,207	58,072	34,785	9,178	9,455	67,888	21,529	40,775	7,174	27,640	287,1
Unclassified	4	17	22	7	44	265	.....	1	90	.....	4
Total	11,499	61,731	35,346	9,246	10,405	72,033	22,111	41,444	7,582	27,644	298,(

SUMMARY OF EQUIPMENT FITTED WITH AUTOMATIC COUPLER, BY GROUPS, SHOI ING KIND OF COUPLER USED.

Kind of coupler.	Group.										Tota
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
Aikman	.....	.....	119	.....	.....	.....	.....	.....	.....	.....	1
American	.....	.....	.....	.....	.....	.....	.....	.....	.....	287	2
Ames	.....	872	.....	.....	.....	.....	.....	.....	.....	.....	8
Blackstone	.....	.....	.....	.....	.....	144	.....	.....	.....	.....	1
Blocker	.....	.....	.....	.....	.....	1,385	.....	.....	.....	.....	1,3
Buckeye	.....	2,609	4,020	674	.....	184	1	.....	.....	1	7,4
California	.....	.....	.....	.....	.....	85	2	.....	.....	1	
Chicago	.....	20	14	.....	.....	10,985	1,983	27	.....	45	13,(
Colby	60	.....	.....	.....	.....	2	.....	.....	.....	.....	
Cowell	16	8	3	.....	.....	78	25	.....	.....	25	1
Dickey	.....	.....	.....	.....	.....	20	.....	.....	.....	.....	
Dowling	532	5,586	79	.....	2	87	.....	26	.....	542	6,(
Drexel	40	4	3	.....	50	273	50	.....	.....	36	4
Eastwick	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	
Elliott	.....	.....	.....	.....	96	.....	.....	.....	.....	.....	
Empire	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	
Eureka	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	
Fox	.....	12	.....	.....	.....	94	1	2	.....	1	
Gould	114	41,893	11,044	32	1,337	1,877	350	2,929	19	179	59,(
Hinson	.....	345	1,189	78	4,751	196	.....	150	315	.....	7,(
Huselton	.....	1	2,646	.....	.....	.....	.....	.....	.....	.....	2,(
Janney	1,719	35,839	22,344	10,855	4,122	18,723	4,113	2,777	40	1,526	102,

:Y OF EQUIPMENT FITTED WITH AUTOMATIC COUPLER, BY GROUPS, SHOWING KIND OF COUPLER USED—Continued.

f coupler.	Group.										Total.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
bahcoup	.....	104	4	.....	.....	1	.....	.....	.....	.....	109
Miller	8	10	2	.....	36	393	.....	.....	22	.....	471
.....	.....	1,047	.....	.....	.....	100	.....	38	.....	.....	1,185
.....	.....	.....	.....	73	27	.....	.....	.....	.....	.....	100
.....	.....	9	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	8,822	7,731	5	3,768	19,824	664	.....	.....	.....	40,814
.....	.....	.....	310	.....	.....	.....	.....	.....	.....	.....	310
.....	.....	43	.....	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	1,859	386	.....	.....	.....	.....	.....	.....	.....	2,245
.....	.....	1,400	.....	.....	.....	.....	.....	.....	.....	.....	1,400
.....	4,368	2,976	892	38	967	3,488	679	2,217	708	1,504	17,837
.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	220	2	.....	.....	.....	.....	.....	.....	.....	222
nan	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	27	.....	.....	.....	.....	.....	.....	.....	.....	27
s	.....	.....	.....	.....	210	665	.....	.....	.....	.....	875
.....	6,343	.....	1,563	.....	.....	2,745	.....	807	1,055	151	12,664
.....	.....	.....	18	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	5,168	.....	.....	100	.....	.....	.....	.....	.....	5,268
.....	.....	60	.....	.....	.....	.....	.....	.....	.....	.....	60
d	27	847	191	1	62	488	120	.....	.....	.....	1,736
& Strosaler	.....	.....	.....	.....	34	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
nd	393	1,228	90	490	1,230	1	.....	.....	.....	.....	3,432
.....	.....	.....	440	.....	.....	.....	.....	.....	.....	.....	440
.....	4,382	3,460	63	.....	50	9	.....	.....	.....	.....	7,964
e	.....	.....	.....	.....	.....	23	.....	.....	.....	.....	23
States	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
ruton	.....	14,210	.....	.....	.....	.....	.....	.....	.....	.....	14,210
more	84	.....	.....	.....	.....	.....	.....	.....	.....	.....	84
ns	.....	.....	.....	2	.....	1,808	.....	.....	.....	.....	1,810
s	27	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
an	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	4
sified	4	5,441	142	243	.....	181	.....	.....	63	.....	6,074
Total	18,137	134,128	53,296	12,491	16,844	63,862	7,967	8,973	2,223	4,298	322,238

COMPARATIVE SUMMARY OF EQUIPMENT FITTED WITH AUTOMATIC COUPLERS, SHOWING KIND OF COUPLER USED, FOR THE YEARS ENDING JUNE 30, 1893, 1892, 1891, 1890, AND 1889.

Kind of coupler.	Number of equipment.				
	1893.	1892.	1891.	1890.	18
Aikman	119	119	119	264	
Almy		140	133		
American	287	284	720		
Ames	872	2,479	3,909	10,413	1
Blackstone	144	144	132	132	
Blocker	1,385	1,480	1,516	1,379	
Buckeye	7,489	1,689	304		
California	88	96			
Chicago	13,074	7,924	1,353		
Colby	62	72	78	92	
Cook					
Cowell	149	146	183	174	
Dickey	20	14			
Dowling	6,854	7,248	6,340	2,021	
Drexel	456	24			
Eastwick	4	6	6		
Elliott	96				
Empire	4				
Eureka	4				
Fennell		2			
Fox	110	107	100	3	
Gould	59,774	41,272	26,746	10,807	
Hein		121	170	212	
Hilliard			2		
Hinson	7,024	6,380	5,227	1,900	
Huselton	2,647	1,792	2,049	1,342	1
Janney	102,056	81,876	52,975	36,615	1
Janney-Buhoup	109	46			
Janney-Miller	471	77	392	68	
Johnson	1,185	100			
Keystone			10	10	
Kling			226	14	
Lancaster					
Lorraine	100	100	110	10	
Ludlow	9				
M. C. B	40,814	18,426	8,813	10,756	
McCree	310	310	313	313	
McKeen	43	43	97	194	
Marks	2,245	3,180	2,097	1,963	
Mather	1,400	1,400	740		
Miller	17,837	19,525	21,354	19,879	1
Miller-Bales		1			
Mills		550	550	1,037	
Paragon	2				
Perry			140	9	
Phillips			19	22	
Pooley	222	50			
Richardson	20	20	20		
Roberts	27				
Runkle					
St. Louis	875	100			

ATIVE SUMMARY OF EQUIPMENT FITTED WITH AUTOMATIC COUPLER, OWING KIND OF COUPLER USED, FOR THE YEARS ENDING JUNE 30, 1893, 1892, 1891, 1890, AND 1889—Continued.

Kind of coupler.	Number of equipment.				
	1893.	1892.	1891.	1890.	1889.
.....	12,664	8,215	2,962	1,981	1,729
.....	.....	.....	18	18	12
.....	18	13	17	10	12
.....	5,268	7,846	6,893	5,440	9,413
.....	60	.....	.....	.....	404
.....	1,736	924	1,006	356	.....
Streeler	34	.....	.....	.....	.....
.....	.....	.....	.....	.....	3
.....	1	1	.....	.....	.....
d.....	3,432	2,793	5,006	3,041	177
.....	440	.....	1,207	750	6
.....	7,964	3,575	276	.....	.....
.....	23	23	.....	.....	.....
.....	.....	160	160	.....	.....
tates	2	118	235	418	425
tem	14,210	13,926	8,227	2	.....
are	84	84	84	84	85
.....	1,810	1,023	102	.....	.....
.....	27	28	28	.....	.....
.....	.....	.....	.....	.....	3
Hocker.....	.....	.....	.....	51	52
n	4	5	.....	.....	.....
fied	6,074	8,257	5,871	3,537	1,008
tal—United States.....	322,238	244,334	169,085	115,319	80,510

FICATION OF CARS IN PASSENGER SERVICE FITTED WITH TRAIN BRAKE, BY GROUPS.

Class.	Group.										Total.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
se passenger	2,601	4,955	2,148	422	955	2,619	167	824	241	667	15,599
lass passenger	18	667	556	142	184	389	198	199	145	163	2,656
tion passenger.....	549	1,099	331	142	119	402	113	250	46	111	3,162
s.....	13	115	28	5	2	23	34	26	25	12	283
.....	6	31	39	4	1	87	20	21	.....	12	221
.....	123	50	84	3	14	126	.....	32	8	4	444
.....	30	20	8	8	13	176	62	96	25	106	544
express, and postal..	664	1,720	1,095	280	526	1,302	182	519	216	314	6,818
in passenger service.	38	99	75	24	45	271	16	138	18	111	835
l	4,042	8,756	4,364	1,030	1,859	5,395	787	2,105	724	1,500	30,562

CLASSIFICATION OF CARS IN FREIGHT SERVICE FITTED WITH TRAIN BRAKE, BY GROUPS.

Class.	Group.										Total.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
Box	2,672	20,710	11,348	2,140	3,152	30,450	9,779	17,837	3,276	12,733	114,0
Flat	90	55	794	115	112	3,371	1,594	3,154	1,643	4,761	15,6
Stock	29	2,781	2,331	129	52	5,941	1,724	4,001	48	1,029	18,0
Coal	474	3,689	3,431	1,717	1,552	7,896	1,703	7,850	629	3,018	31,9
Tank	.....	.....	.....	.....	.....	.....	.....	51	6	5	
Refrigerator	.....	423	941	82	88	1,260	412	720	88	154	4,1
Other cars in freight service.	8	170	297	.....	11	7,459	598	828	37	32	9,4
Total	[1]3,634	27,828	19,142	4,183	4,967	56,377	15,810	[2]84,741	5,727	21,732	[3]194,1

[1] Includes 366 unclassified. [2] Includes 300 unclassified. [3] Includes 666 unclassified.

CLASSIFICATION OF CARS IN COMPANY'S SERVICE, FAST FREIGHT LINE SERVICE, AND CARS LEASED, FITTED WITH TRAIN BRAKE, BY GROUPS.

Class.	Group.										Total.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
Gravel	30	701	.....	.....	.....	337	111	303	.....	29	1,5
Derrick	35	44	19	10	3	25	6	5	.....	15	1
Caboose	9	16	7	3	.....	233	100	404	132	173	1,0
Other road cars in company's service.	63	265	36	16	13	54	27	247	18	180	9
Total	137	1,026	62	29	16	649	244	959	150	407	3,6
Fast freight line service	553	4,617	981	10	.....	95	.....	.....	.....	49	6,2
Cars leased	1,196	12,664	6,367	2,877	1,776	3,655	4,080	1,394	75	2,605	36,6
Total	1,886	18,307	7,410	2,916	1,792	4,399	4,324	2,353	225	3,052	46,6

CLASSIFICATION OF CARS IN PASSENGER SERVICE FITTED WITH AUTOMATIC COUPLER, BY GROUPS.

Class.	Group.										Total.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
First-class passenger	2,572	4,976	2,130	416	939	2,591	166	816	244	663	15,513
Second-class passenger	16	666	543	140	245	367	194	190	145	161	2,667
Combination passenger	539	1,085	325	139	126	377	110	250	46	104	3,101
Emigrant	13	115	28	6	2	24	34	23	25	12	283
Dining	6	31	38	4	1	84	20	21	.....	12	217
Parlor	123	50	84	3	17	126	.....	32	8	4	457
Sleeping	30	20	8	8	26	176	63	96	25	106	557
Baggage, express, and postal	661	1,729	1,089	278	567	1,289	182	512	213	308	6,808
Other cars in passenger service	38	99	75	25	78	262	16	133	17	111	854
Total	3,998	8,771	4,320	1,019	2,001	5,276	784	2,073	723	1,481	30,465

CLASSIFICATION OF CARS IN FREIGHT SERVICE FITTED WITH AUTOMATIC COUPLER, BY GROUPS.

Class.	Group.										Total.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
[illegible]	5,198	37,557	17,408	4,111	6,327	33,011	4,156	3,729	1,022	841	113,360
[illegible]	1,728	3,508	3,051	1,369	864	5,017	546	472	219	396	17,170
[illegible]	41	3,091	2,797	166	118	5,302	760	773	63	735	13,846
[illegible]	2,816	33,790	8,767	1,751	2,839	6,403	943	623	163	394	58,489
[illegible]	4	4	.....	.....	.....	.....	.....	.....	.....	.....	8
Refrigerator	13	526	1,073	82	78	1,231	357	144	.....	121	3,625
Other cars in freight service.	10	1,173	473	.....	6	5,356	90	184	.....	8	7,300
Unclassified	3,125	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,125
Total	12,935	79,649	33,569	7,479	10,232	56,320	6,852	5,925	1,467	2,495	216,923

CLASSIFICATION OF CARS IN COMPANY'S SERVICE, FAST FREIGHT LINE SERVICE, AND CARS LEASED, FITTED WITH AUTOMATIC COUPLER, BY GROUPS.

Class.	Group.										Total.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
Gravel	30	.....	.....	28	.....	304	48	.....	.....	23	433
Derrick	45	7	5	9	1	1	.....	.....	1	1	70
Caboose	69	394	134	54	31	194	.....	128	17	22	1,043
Other road cars in company's service.	78	54	36	16	11	24	2	24	5	31	281
Total	222	455	175	107	43	523	50	152	23	77	1,827
Fast freight line service	458	8,838	2,788	10	.....	272	.....	.....	.....	.....	12,366
Cars leased	326	34,880	11,701	3,346	4,130	1,136	155	815	8	243	56,740
Total	1,006	44,173	14,664	3,463	4,173	1,931	205	967	31	320	70,933

MEN EMPLOYED ON RAILWAYS.

1. Summary of Employés, by Classes.
2. Classification of Employés, by Groups.
3. Distribution of Employés, by Class of Work.
4. Efficiency of Railway Employés.

The total number in the service of railways in the United States on June 30, 1893, was 873,602, being an increase of 52,187 over the number employed the previous year. It should be remembered that this is the number on the pay rolls of the railways on the date named and not the average number employed during the year. The new mileage taken into operation during the year covered by the report was 4,897.55, but since the larger portion of this mileage was in the Western and Northwestern sections of the country it was not brought into operation with as large a number of men per 100 miles of line as in the country at large. Making proper allowance on this account, it is probable that the new mileage gave employment to about 20,000 men, from which it appears that something over 30,000 men were taken into

employment on the lines already under operation. The annual rat increase in population is about 2.50 per cent; the rate of increase railway employment during the year covered by this report was 6 cent. The former percentage pertains to the entire population, wh the latter pertains to bread winners only. Clearly, there is no te ency as yet for the railway industry to lessen its claim, relative to t claims of other industries, on the laboring population of the country.

In the first of the summaries which follow will be found a classifi statement of railway employés for the year 1890 to 1893, inclusi giving not only the number in each class, but the number assigned 100 miles of line. The second summary presents similar facts, cla fied by territorial groups.

COMPARATIVE SUMMARY OF EMPLOYÉS, BY CLASS AND PER 100 MILES OF LI FOR THE YEARS ENDING JUNE 30, 1893, 1892, 1891, AND 1890.

Class.	1893.		1892.		1891.		1890.	
	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.	Number.	Per mil of li
General officers	6,610	4	6,104	4	5,271	3	5,160	
General office clerks	27,584	16	25,469	16	23,879	15	22,230	
Station agents	28,019	17	26,829	16	26,192	16	25,665	
Other station men	75,181	44	69,511	43	67,812	42	66,431	
Enginemen	38,781	23	36,739	23	34,801	22	33,354	
Firemen	40,359	24	37,747	23	36,277	23	34,634	
Conductors	27,537	16	26,042	16	24,523	15	23,513	
Other trainmen	72,959	43	68,732	42	64,537	40	61,734	
Machinists	30,869	18	28,783	18	27,388	17	27,601	
Carpenters	41,878	25	40,080	25	37,718	23	37,936	
Other shopmen	93,709	55	87,615	54	83,865	52	80,783	
Section foremen	29,699	18	28,753	18	27,890	17	27,129	
Other trackmen	180,154	106	171,810	106	163,913	102	157,036	
Switchmen, flagmen, and watchmen.	46,043	27	42,892	26	40,457	25	37,669	
Telegraph operators and dispatchers.	22,619	13	20,970	13	20,308	13	18,966	
Employés—account floating equipment.	6,146	4	5,332	3	5,911	4	6,199	
All other employés and laborers.	105,166	62	97,753	60	93,191	58	83,300	
Unclassified	284	(1)	254	(1)	852	(1)	.....	...
Total	873,602	515	821,415	506	784,285	486	749,301	

[1] Less than 1.

CLASSIFICATION OF EMPLOYÉS, BY GROUPS, AND PER 100 MILES OF LINE.

Class.	Group I.		Group II.		Group III.		Group IV.		Group V.	
	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.
General officers	492	7	1,512	8	929	4	340	3	582	3
General office clerks	1,503	20	6,319	33	4,661	21	1,223	12	2,352	14
Station agents	2,436	33	5,412	28	4,448	20	1,692	16	2,707	16
Other stationmen	7,662	103	21,481	111	13,045	60	3,430	32	5,585	33
Enginemen	2,874	39	9,901	51	6,631	30	1,762	17	2,652	16
Firemen	2,980	40	10,289	53	6,852	32	1,950	18	2,794	17
Conductors	2,307	31	7,273	38	4,742	22	1,372	13	1,702	10
Other trainmen	7,043	95	23,815	124	11,411	53	3,933	37	4,637	27
Machinists	2,064	28	10,145	53	4,359	20	944	9	2,092	12
Carpenters	3,313	45	11,443	59	6,644	31	1,669	16	3,742	22
Other shopmen	4,336	58	21,111	110	14,174	65	2,942	28	8,418	50
Section foremen	1,910	26	4,382	23	4,386	20	1,453	14	2,470	15
Other trackmen	11,270	152	36,420	189	25,721	118	11,440	108	16,995	100
Switchmen, flagmen, and watchmen.	4,497	60	13,906	72	8,641	40	1,604	15	2,582	15
Telegraph operators and dispatchers.	970	13	6,252	32	4,369	20	1,435	14	1,379	8
Employés—account floating equipment.	313	4	2,999	16	467	2	240	2	591	3
All other employés and laborers.	9,551	129	31,635	164	16,281	75	5,376	51	5,139	30
Unclassified	.....	.....	65	(1)	152	1	.....	.....	.....	.....
Total—1893	65,521	883	224,360	1,164	137,913	634	42,805	405	66,419	391
Total—1892	60,909	825	217,436	1,163	136,030	620	41,497	408	53,554	380
Total—1891	54,144	809	210,286	1,141	125,679	600	39,149	397	58,116	345
Total—1890	53,137	716	201,126	1,167	120,365	576	32,830	379	61,224	386
Increase, 1893 over 1892.	4,612	58	6,924	1	1,883	14	1,308	[2] 3	12,865	11
Percentage of increase.	7.57	7.03	3.18	.09	1.38	2.26	3.15	[2] .74	24.02	2.89

[1] Less than 1.

[2] Decrease.

CLASSIFICATION OF EMPLOYÉS, BY GROUPS, AND PER 100 MILES OF LINE—Conti

Class.	Group VI.		Group VII.		Group VIII.		Group IX.		Group X.	
	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.
General officers	1,074	3	286	3	697	3	325	3	373	1
General office clerks	5,954	15	818	8	2,485	12	1,070	10	1,199	1
Station agents	5,921	15	922	9	2,437	11	958	9	1,086	1
Other station men	13,297	33	1,463	14	4,745	22	2,317	23	2,156	1
Enginemen	7,884	20	1,283	12	3,021	14	1,309	13	1,464	1
Firemen	8,136	20	1,317	13	3,174	15	1,363	13	1,504	1
Conductors	5,461	14	770	7	2,136	10	897	9	877	1
Other trainmen	11,971	30	1,533	15	4,811	23	2,026	20	1,779	1
Machinists	6,373	16	810	8	1,870	9	1,060	10	1,152	1
Carpenters	7,894	20	1,155	11	2,486	12	1,714	17	1,818	1
Other shopmen	21,217	53	3,909	37	8,822	42	4,559	45	4,221	3
Section foremen	7,288	18	1,558	15	3,360	16	1,433	14	1,459	1
Other trackmen	34,397	86	6,141	59	18,459	87	10,882	107	8,429	7
Switchmen, flagmen, and watchmen.	9,000	23	894	8	2,904	14	1,229	12	791	1
Telegraph operators and dispatchers.	4,571	11	690	7	1,550	7	807	8	596	1
Employés—account floating equipment.	96	(1)	22	(1)	86	(1)	336	3	996	1
All other employés and laborers.	19,736	49	2,996	29	8,244	39	3,441	34	2,767	2
Unclassified	66	(1)	.....	.....	.....	.....	1	(1)	.....	.....
Total—1893	170,336	426	26,567	255	71,287	336	35,727	350	32,667	27
Total—1892	155,326	401	24,377	253	70,853	337	28,585	313	32,848	28
Total—1891	138,960	366	29,581	315	68,955	340	31,606	333	27,809	24
Total—1890	137,184	359	28,962	328	64,881	307	24,244	303	25,398	25
Increase, 1893 over 1892.	15,010	25	2,190	2	434	[2] 1	7,142	37	[2] 181	[2]
Percentage of increase.	9.66	6.23	8.98	.39	.61	[2] .30	24.98	11.82	[2] .55	[2] 3.

[1] Less than 1.

[2] Decrease.

The next summary presents a different grouping of railway employé The classification adopted is the same as the one used in the offici classification of operating expenses, namely, general administration maintenance of way and structures, maintenance of equipment, an conducting transportation. A column is also added, giving the num ber of unclassified employés.

DISTRIBUTION OF EMPLOYÉS FOR THE YEAR ENDING JUNE 30, 1893, BY GROUPS.

Territory covered.	General administration.		Maintenance of way and structures.		Maintenance of equipment.		Conducting transportation.		Unclassified.	
	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.
Group I	1,990	27	17,516	236	10,525	142	35,444	478	46	(1)
Group II	7,801	40	50,752	263	18,548	252	116,481	604	778	4
Group III	5,553	26	35,705	164	29,048	134	67,240	309	367	2
Group IV	1,506	14	16,093	152	6,483	61	18,515	175	208	2
Group V	2,872	17	22,635	133	14,756	87	25,231	148	925	5
Group VI	7,807	20	51,734	129	32,807	82	73,058	183	4,930	12
Group VII	1,238	12	9,381	90	5,840	56	9,322	89	786	8
Group VIII	3,561	17	26,311	124	13,919	66	27,351	129	145	1
Group IX	1,288	13	14,252	140	6,748	66	13,185	129	254	2
Group X	1,768	15	11,833	99	6,790	57	12,088	101	188	2
Total—United States.	35,384	21	256,212	151	175,464	103	397,915	234	8,627	5

[1] Less than 1.

The chief interest in the above summary is a technical one, and pertains to the different proportions in which railway employés are assigned to the several services according to the different conditions under which railways are operated. The normal ratio, if we accept the assignment for the United States as a whole, is the following: General Administration, 21 per 100 miles of line; Maintenance of Way and Structures, 151; Maintenance of Equipment, 103; and Conducting Transportation, 234. The proportion for the several groups will be observed to vary somewhat from this average ratio. The figures are submitted as a contribution to the technical question of railway administration.

CAPITALIZATION AND VALUATION OF RAILWAY PROPERTY.

1. Summary of Railway Capital, by Groups.
2. Ownership of Railway Capital.
3. Stocks and Bonds Owned by Railways, by Groups.
4. Classification of Railway Capital by Rate of Dividend or Interest.
5. Charges against Income on Account of Railway Capital.

There is no range of facts in railway accounting so difficult of accurate statement as those which assume to present the capitalization and valuation of railway property. This does not necessarily mean that the accounts of individual corporations, or the reports to this office based upon such accounts, fail to make an accurate exhibit of the corporate obligations issued; but rather because of the many reorganizations of various sorts which some of the lines have experienced, and because railway property in this country is passing through a process of consolidation by means of mergers, leases, refunding operations, and the like, it is exceedingly difficult to determine what portion of outstanding obligations or of stocks should, at any time, be accepted as the measure of the true capitalization of the property. Some special effort has been made during the compilation of the present report to exclude from the

aggregates of Table II, that is to say, the table which analyzes rail capital, such stocks and bonds as are clearly collateral to other obl tions outstanding; and it is intended in the next issue of the Form Annual Report to so modify page 25 as to enable this to be done in future with complete accuracy. These facts are mentioned in this c nection to explain why the amount of funded debt, reported as rail capital, is less than the amount reported in the General Balance Sh notwithstanding that the Balance Sheet covers less mileage than capital account, and also why, in the case of Groups VII and V both stocks and bonds reported are less for the accounting year 1 than for 1892. This subject is one of exceeding difficulty as well a great importance, and it will doubtless be necessary, before an ex statement can be arrived at, to undertake special study of the finan history of each corporation where the difficulties referred to make t appearance.

The first of the summaries pertaining to capitalization presents analysis of stock, funded debt, and other forms of indebtedness wh together are accepted as making the total of railway capital.

SUMMARY OF RAILWAY CAPITAL, BY GROUPS.

Territory covered.	Stock.				
	Total.	Common.	Preferred.	Per cent of group capital.	Per m of lin
Group I	$247,236,550	$205,374,148	$41,862,402	57.27	$33
Group II	1,006,790,487	934,657,305	72,133,182	44.27	54
Group III	632,993,041	465,759,333	167,233,708	44.28	29
Group IV	210,553,501	158,133,016	52,420,485	43.09	29
Group V	329,724,237	277,273,942	52,450,295	40.86	19
Group VI	796,773,661	625,932,471	170,841,190	41.50	20
Group VII	168,052,282	154,829,701	13,222,581	38.09	16
Group VIII	506,517,347	432,070,490	74,446,857	43.25	24
Group IX	234,487,269	226,841,437	7,645,832	42.65	23
Group X	535,807,043	501,137,759	34,669,284	53.96	44
Total—United States	4,668,935,418	3,982,009,602	686,925,816	44.44	28

Territory covered.	Funded debt.						
	Total.	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Per cent of group capital.	Pe mile lin
Group I	$155,320,649	$117,843,525	$30,224,624	$7,252,500	.....	35.98	$21,
Group II	1,099,367,175	939,167,283	51,139,504	87,928,257	$21,132,131	48.33	58,
Group III	715,829,137	659,664,581	5,686,336	34,977,239	15,500,981	50.07	33,
Group IV	245,323,118	220,638,146	8,267,150	10,638,700	5,779,122	50.20	23,
Group V	429,349,204	378,721,988	24,512,675	21,095,910	5,018,636	53.21	25,
Group VI	1,032,005,565	855,398,412	138,917,129	32,762,044	4,927,980	53.76	26,
Group VII	248,551,553	189,003,118	56,021,430	1,702,279	1,824,726	56.33	24,
Group VIII	604,411,015	539,156,337	46,466,605	13,270,282	5,517,791	51.61	29,
Group IX	284,329,455	254,296,724	1,666,087	26,554,536	1,812,108	51.72	28,
Group X	411,202,950	350,493,053	47,573,107	11,950,983	1,185,807	41.41	34,
Total—United States.	5,225,689,821	4,504,383,162	410,474,647	248,132,730	62,699,282	49.74	31,

SUMMARY OF RAILWAY CAPITAL, BY GROUPS—Continued.

Territory covered.	Other forms of indebtedness.			Total railway capital.	Per cent of total capital.	Per mile of line.
	Total.	Per cent of group capital.	Per mile of line.			
Group I	$29,164,130	6.75	$3,949	$431,721,329	4.11	$58,459
Group II	168,303,397	7.40	9,140	2,274,461,059	21.65	123,513
Group III	80,746,390	5.65	3,808	1,429,568,568	13.61	67,423
Group IV	32,764,289	6.71	3,140	488,640,908	4.65	46,830
Group V	47,841,327	5.93	2,844	806,914,768	7.68	47,973
Group VI	91,027,281	4.74	2,352	1,919,896,507	18.27	49,614
Group VII	24,627,269	5.58	2,411	441,231,104	4.20	43,192
Group VIII	60,182,196	5.14	2,927	1,171,110,558	11.15	56,955
Group IX	30,978,251	5.63	3,099	549,794,975	5.23	54,995
Group X	45,975,641	4.63	3,853	992,985,634	9.45	83,212
Total—United States	611,610,171	5.82	3,692	10,506,235,410	100.	63,421

An explanation of the various classes of railway obligations in the above summary will be found on page 58 of the Fourth Annual Report on Railway Statistics, as also a statement of the considerations which lead to the acceptance of current liabilities as a part of railway capital. From the above summary it appears that the total railway capital on June 30, 1893, was $10,506,235,410, which shows a capitalization of $63,421 per mile of line. Of this amount $4,668,935,418 are stocks and $5,225,689,821 are funded debt. This funded debt is analyzed as mortgage bonds, miscellaneous obligations (which in the present report includes real estate mortgages), income bonds, and equipment trust obligations. The amount for each of these may be read from the summary. It is true that equipment trust obligations do not technically form a part of the obligations of the railways, but inasmuch as the equipment is included in the equipment account under the head of locomotives and cars leased, the amount is included in the capital necessary to the transaction of the business of transportation by rail.

A comparison of railway capital for the year ending June 30, 1893, with that reported in the previous year shows an increase in railway capital of $279,487,276, but the railway capital per mile of line shows a decrease of $355. The increase in the amount of stock during the year was $35,826,655; in mortgage bonds it was $201,812,169. Income bonds decreased during the year by $55,072,792, and equipment trust obligations have increased $7,545,687. Corresponding calculations may be made for the changes in railway capital which have taken place during the year in the several groups. The ownership of railway capital by railway corporations has been frequently referred to in previous reports. In the following summary will be found a statement showing the extent of such ownership of stocks and bonds for the accounting years, 1889 to 1893, inclusive:

COMPARATIVE SUMMARY OF OWNERSHIP OF RAILWAY STOCKS AND BONDS FOR THE YEARS ENDING JUNE 30, 1893, 1892, 1891, 1890, AND 1889.

Item.	Amount outstanding.	Owned by railway corporations.	Not owned by railway corporations.
Stocks:			
1893	$4,668,935,418	$1,135,784,339	$3,533,151,079
1892	4,633,108,763	1,064,286,266	3,568,822,497
1891	4,450,649,027	945,227,541	3,505,421,486
1890	4,409,658,485	963,853,759	3,445,804,726
1889	4,251,190,719	847,740,399	3,403,450,320
Bonds:			
1893	4,504,383,162	427,237,894	4,077,145,268
1892	4,302,570,993	327,170,787	3,975,400,206
1891	4,081,621,675	337,698,175	3,743,923,500
1890	4,123,921,557	443,053,242	3,680,868,315
1889	4,267,527,859	304,232,502	3,963,295,357
Total stocks and bonds:			
1893	9,173,318,580	1,563,022,233	7,610,296,347
1892	8,935,679,756	1,391,457,053	7,544,222,703
1891	8,532,270,702	1,282,925,716	7,249,344,986
1890	8,533,580,042	1,406,907,001	7,126,673,041
1889	8,518,718,578	1,151,972,901	7,366,745,677
Increase of 1893 over 1892	237,638,824	171,565,180	66,073,644
Increase of 1892 over 1891	403,409,054	108,531,337	294,877,717
Increase of 1891 over 1890	[1] 1,309,340	[1] 123,981,285	122,671,945
Increase of 1890 over 1889	14,861,464	254,934,100	[1] 240,072,636

[1] Decrease.

From the above summary it appears that $1,563,022,233 of stocks and bonds were owned by railways on June 30, 1893, being an increase of $171,565,180 during the year. Of this amount, the number of stocks owned was $1,135,784,339 and bonds $427,237,894. No facts can more clearly show the tendency toward consolidation in the railway industry than those presented in the above summary. The distribution of the ownership of stocks and bonds is shown in the following summary, which presents the facts of the previous statement for the year ending June 30, 1893, by territorial groups:

SUMMARY OF STOCKS AND BONDS OWNED BY RAILWAYS, BY GROUPS.

Territory covered.	Stocks owned.			Bonds owned.		
	Railway.	Other.	Total.	Railway.	Other.	Total.
Group I	$16,148,946	$3,672,752	$19,821,698	$4,990,237	$212,000	$5,202,237
Group II	326,498,803	53,847,004	380,345,807	91,215,375	19,530,755	110,746,130
Group III	117,744,984	10,249,689	127,994,673	21,675,886	2,298,376	23,974,262
Group IV	10,322,956	2,674,093	12,997,049	13,223,109	1,675,354	14,898,463
Group V	33,190,774	2,812,264	36,003,038	26,023,571	1,100,021	27,123,592
Group VI	180,371,574	9,593,062	189,964,636	125,759,003	2,704,607	128,463,610
Group VII	67,465,440	8,070,113	75,535,553	36,682,151	4,866,213	41,548,364
Group VIII	188,664,330	10,073,624	198,737,954	83,256,905	2,127,153	85,384,058
Group IX	46,104,970	563,167	46,668,137	5,033,980	95,041	5,129,021
Group X	149,271,562	20,692,734	169,964,296	19,377,677	812,611	20,190,288
Total—United States	1,135,784,339	122,248,502	1,258,032,841	427,237,894	35,422,131	462,660,025

summaries which follow aim to present the earning capacity of y stocks and bonds. They exhibit the amount of each, respec-, upon which no dividends or interest were paid, as also the nt of each upon which dividends or interest from 1 to 10 per cent paid.

NSED STATEMENT OF STOCKS AND FUNDED DEBT CLASSIFIED BY RATE OF DIVIDEND OR INTEREST.

Per cent paid.	Stocks.	Per cent of total stocks.	Funded debt (exclusive of equipment trust obligations).	Per cent of total funded debt.
paid	$2,859,334,572	61.24	$743,015,152	14.39
o 2	99,976,350	2.14	140,465,525	2.72
o 3	128,863,867	2.76	235,957,742	4.57
o 4	65,627,011	1.41	610,263,134	11.82
o 5	245,048,566	5.25	1,068,146,344	20.69
o 6	542,579,643	11.62	1,187,149,432	22.99
o 7	244,482,778	5.24	687,156,053	13.31
o 8	248,279,856	5.32	426,480,833	8.26
o 9	119,007,650	2.57	10,899,417	.21
o 10	13,700,260	.29	6,633,878	.13
bove	101,134,875	2.16	46,822,999	.91
tal	4,668,935,418	100.	5,162,990,539	100.

	Analysis of funded debt.					
er cent paid.	Bonds.	Per cent of total bonds.	Miscellaneous obligations.	Per cent of total miscellaneous obligations.	Income bonds.	Per cent of total income bonds.
paid	$492,276,999	10.93	$45,873,864	11.18	$204,864,269	82.56
to 2	122,957,685	2.73	5,428,840	1.32	12,079,000	4.87
to 3	172,256,742	3.82	57,011,000	13.89	6,690,000	2.70
to 4	518,409,361	11.51	91,615,773	22.32	238,000	.10
to 5	953,667,426	21.17	102,039,418	24.86	12,439,500	5.01
to 6	1,113,813,096	24.73	69,100,336	16.83	4,236,000	1.71
to 7	653,270,768	14.50	29,953,261	7.30	3,932,024	1.58
to 8	417,393,259	9.27	8,377,604	2.04	710,020	.29
to 9	10,291,184	.23	608,233	.15	.....	.....
to 10	6,621,000	.15	12,878	(1)	.....	.....
above	43,425,642	.96	453,440	.11	2,943,917	1.18
otal	4,504,383,162	100.	410,474,647	100.	248,132,730	100.

[1] Less than .01 per cent.

om the above summaries it appears that stocks to the amount of 9,334,572, or 61.24 per cent of total stocks, paid no dividends, and bonds to the amount of $492,276,999, or 10.93 per cent of total s, paid no interest. Of dividend-bearing stock the rates of interom 4 to 8 per cent account for 27.43 per cent of the total stock, the favorite rates of interest upon bonds are from 3 to 6 per cent. igures corresponding to those shown in the above summaries for hole country will be found distributed by territorial groups in llowing statements:

CLASSIFICATION OF STOCKS BY RATE OF DIVIDEND, BY GROUPS.

Territory covered.	Nothing paid.		From 1 to 2 per cent.		From 2 to 3 per cent.		From 3 to 4 per cent.	
	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.
Group I	$54,306,467	21.97	$2,943,100	1.19	$7,866,763	3.18	$847,000	.34
Group II	457,590,037	45.45	8,000,000	.79	6,068,554	.60	1,753,085	.17
Group III	333,271,648	52.66	10,230,273	1.62	3,350,000	.53	44,583,356	7.04
Group IV	141,909,774	67.40	43,781,877	20.79	3,587,600	1.70	.....	.....
Group V	228,943,100	69.44	400,000	.12	6,380,350	1.93	7,493,900	2.27
Group VI	420,389,513	52.77	34,612,100	4.34	5,685,100	.71	7,949,670	1.00
Group VII	111,763,511	66.50	.....	.....	.....	.....	.....	.....
Group VIII	444,331,060	87.72	.....	.....	23,650,000	4.67	3,000,000	.59
Group IX	234,447,919	99.99	.....	.....	.....	.....	.....	.....
Group X	432,381,543	80.70	.....	.....	72,275,500	13.49	.....	.....
Total—United States.	2,859,334,572	61.24	99,976,350	2.14	128,863,867	2.76	65,627,011	1.41

Territory covered.	From 4 to 5 per cent.		From 5 to 6 per cent.		From 6 to 7 per cent.		From 7 to 8 per cent.	
	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.
Group I	$20,623,500	8.34	$7,769,500	3.14	$27,325,520	11.05	$27,314,300	11.05
Group II	7,615,375	.76	323,261,240	32.11	28,222,917	2.80	91,968,744	9.14
Group III	58,420,300	9.23	51,548,532	8.14	63,122,366	9.97	47,497,566	7.50
Group IV	3,000,000	1.42	8,790,650	4.18	5,981,000	2.84	3,152,600	1.50
Group V	57,490,525	17.44	18,033,682	5.47	5,216,782	1.58	53,498	.02
Group VI	70,157,129	8.81	77,707,604	9.75	77,791,994	9.76	75,750,451	9.51
Group VII	.....	.....	46,468,435	27.65	7,456,330	4.44	2,384,006	1.41
Group VIII	27,241,727	5.38	2,750,000	.54	5,365,869	1.06	178,691	.04
Group IX	.....	.....	.....	.....	.....	.....	.....	.....
Group X	500,000	.09	6,250,000	1.17	24,000,000	4.48	.....	.....
Total—United States.	245,048,556	5.25	542,579,643	11.62	244,482,778	5.24	248,279,856	5.32

Territory covered.	From 8 to 9 per cent.		From 9 to 10 per cent.		10 per cent and above.		Total.	
	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.	Amount.	Per cent of total stock.
Group I	$49,888,700	20.18	$3,380,000	1.37	$44,971,700	18.19	$247,236,550	5.30
Group II	35,596,600	3.54	9,674,960	.96	37,044,975	3.68	1,006,790,487	21.56
Group III	10,010,550	1.58	645,300	.10	10,304,150	1.63	632,993,041	13.56
Group IV	350,000	.17	.....	.....	.....	.....	210,553,501	4.51
Group V	1,512,400	.46	.....	.....	4,200,000	1.27	329,724,237	7.06
Group VI	22,555,400	2.83	.....	.....	4,174,700	.52	796,773,661	17.06
Group VII	.....	.....	.....	.....	.....	.....	168,052,282	3.60
Group VIII	.....	.....	.....	.....	.....	.....	506,517,347	10.85
Group IX	.....	.....	.....	.....	39,350	.01	234,487,269	5.02
Group X	.....	.....	.....	.....	400,000	.07	535,807,043	11.48
Total—United States.	119,907,650	2.57	13,700,260	.29	101,134,875	2.16	4,668,935,418	100.

ATION OF FUNDED DEBT, EXCLUSIVE OF EQUIPMENT TRUST OBLIGATIONS, BY RATE OF INTEREST, BY GROUPS.

overed.	Nothing paid.		From 1 to 2 per cent.		From 2 to 3 per cent.		From 3 to 4 per cent.	
	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.
.....	$2,856,000	1.84	$4,566,900	2.94	$309,000	.20	$11,460,800	7.38
.....	212,706,841	19.73	18,168,000	1.68	3,478,000	.32	42,479,903	3.94
.....	112,210,419	16.02	61,910,000	8.84	23,833,034	3.40	73,577,798	10.51
.....	48,140,250	20.10	861,000	.35	10,925,143	4.56	5,206,000	2.17
.....	89,356,767	21.06	12,917,510	3.04	40,762,675	9.61	48,049,250	11.32
.....	83,380,207	8.12	32,139,000	3.13	75,257,310	7.33	99,401,382	9.68
.....	4,385,406	1.78	4,815,000	1.95	6,855,653	2.78	30,392,076	12.32
I	55,582,361	9.28	546,000	.09	36,667,302	6.12	198,465,693	33.14
.....	89,455,660	31.66	4,542,115	1.61	33,959,698	12.02	41,216,139	14.59
.....	44,941,221	10.96	.....	.....	3,909,927	.95	60,014,093	14.64
United s.	743,015,132	14.39	140,465,525	2.72	235,957,742	4.57	610,263,134	11.82

covered.	From 4 to 5 per cent.		From 5 to 6 per cent.		From 6 to 7 per cent.		From 7 to 8 per cent.	
	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.
.....	$31,217,000	20.10	$42,407,000	27.30	$41,052,626	26.43	$20,585,400	13.25
.....	245,427,352	22.76	241,702,614	22.42	167,932,386	15.58	142,951,003	13.26
.....	160,079,546	22.86	106,402,463	15.19	67,004,996	9.57	93,747,900	13.39
.....	106,623,136	44.51	36,139,318	15.09	21,694,842	9.06	7,153,807	2.99
.....	40,781,587	9.61	116,690,275	27.50	51,443,850	12.13	23,680,454	5.58
.....	193,050,821	18.80	305,386,198	29.73	138,589,668	13.49	85,644,799	8.34
I	53,598,711	21.72	95,625,730	38.76	28,537,134	11.56	.....	.....
II	106,917,602	17.85	107,768,198	17.99	39,805,500	6.65	37,671,520	6.29
.....	51,752,976	18.32	24,862,322	8.80	30,692,018	10.87	5,059,000	1.79
.....	73,697,613	19.19	110,165,314	26.87	100,403,033	24.49	9,987,000	2.44
-United es.	1,068,146,344	20.69	1,187,149,432	22.99	687,156,053	13.31	426,480,883	8.26

covered.	From 8 to 9 per cent.		From 9 to 10 per cent.		10 per cent and above.		Total.	
	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.	Amount.	Per cent of total funded debt.
.....	.....	.....	$11,318	.01	$854,610	.55	$155,320,649	3.01
.....	$270,500	.02	3,001,565	.28	116,880	.01	1,078,235,044	20.88
.....	1,446,000	.21	.....	.....	116,000	.01	700,328,156	13.57
.....	2,700,500	1.13	100,000	.04	.....	.....	239,543,996	4.64
.....	422,000	.10	.....	.....	226,200	.05	424,330,568	8.22
.....	5,672,417	.55	1,995,000	.19	6,560,783	.64	1,027,977,585	19.89
I	.....	.....	.....	.....	22,517,117	9.13	246,726,827	4.78
II	353,000	.06	.....	.....	15,116,048	2.53	598,893,224	11.60
.....	35,000	.01	.....	.....	942,419	.33	282,517,347	5.47
.....	.....	.....	1,526,000	.37	372,942	.09	410,017,143	7.94
-United ites.	10,899,417	.21	6,633,878	.13	46,822,999	.91	5,162,990,539	100.

CLASSIFICATION OF BONDS BY RATE OF INTEREST, BY GROUPS.

Territory covered.	Nothing paid.		From 1 to 2 per cent.		From 2 to 3 per cent.		From 3 to 4 per c	
	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	P cen gro tot
Group I	$2,067,300	1.75	$376,900	.32	$309,000	.26	$11,460,800	9
Group II	122,279,955	13.02	17,168,000	1.83	2,014,600	.21	34,567,400	3
Group III	89,999,490	13.64	51,910,000	7.87	17,970,534	2.72	73,256,423	11
Group IV	38,522,550	17.46	861,000	.39	10,925,143	4.95	5,206,000	2
Group V	64,410,857	17.01	12,917,510	3.41	33,111,000	8.74	45,276,250	11
Group VI	57,554,212	6.73	32,139,000	3.76	29,854,065	3.49	89,401,282	10
Group VII	4,362,127	2.31	3,136,000	1.66	5,053,000	2.67	.....	.....
Group VIII	44,271,402	8.21	460,000	.09	36,667,302	6.80	171,010,874	31
Group IX	63,326,106	24.90	3,989,275	1.57	33,959,698	13.35	41,216,139	16
Group X	5,483,000	1.56	.....	.....	2,393,000	.68	47,014,093	13
Total—United States.	492,276,999	10.93	122,957,685	2.73	172,256,742	3.82	518,409,361	11

Territory covered.	From 4 to 5 per cent.		From 5 to 6 per cent.		From 6 to 7 per cent.		From 7 to 8 per ce	
	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Pe cent gro tot
Group I	$21,665,000	18.39	$32,330,500	27.44	$32,891,925	27.91	$16,396,400	13
Group II	220,400,172	23.47	237,338,640	25.27	159,067,733	16.94	142,949,003	15
Group III	159,520,592	24.18	106,256,463	16.11	66,291,179	10.05	92,897,900	14
Group IV	102,011,590	46.23	35,139,318	15.93	20,603,842	9.34	4,568,203	2
Group V	39,881,587	10.53	108,310,275	28.60	50,485,850	13.33	23,680,454	6
Group VI	146,940,070	17.18	271,116,048	31.70	130,642,652	15.27	84,396,799	9
Group VII	29,772,010	15.75	95,625,730	50.60	28,537,134	15.10	.....	.....
Group VIII	103,025,816	19.11	93,292,198	17.30	39,247,500	7.28	37,518,500	6
Group IX	51,752,976	20.35	24,238,610	9.53	30,281,920	11.91	5,059,000	1
Group X	78,697,613	22.45	110,165,314	31.43	95,221,033	27.17	9,987,000	2
Total—United States.	953,667,426	21.17	1,113,813,096	24.73	653,270,768	14.50	417,393,259	9

Territory covered.	From 8 to 9 per cent.		From 9 to 10 per cent.		10 per cent and above.		Total.	
	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Pe cent tot bon
Group I	.....	.....	.....	.....	$405,700	.34	$117,843,525	2.
Group II	$270,500	.03	$3,000,000	.32	111,880	.01	939,167,283	20.
Group III	1,446,000	.22	.....	.....	116,000	.02	659,664,581	14.
Group IV	2,700,500	1.22	100,000	.05	.....	.....	220,638,146	4.
Group V	422,000	.11	.....	.....	226,200	.06	378,721,983	8.
Group VI	5,099,184	.59	1,995,000	.23	6,260,000	.73	855,398,412	18.
Group VII	.....	.....	.....	.....	22,517,117	11.91	189,003,118	4.
Group VIII	353,000	.06	.....	.....	13,309,745	2.47	539,156,837	11.
Group IX	.....	.....	.....	.....	473,000	.19	254,296,734	5.
Group X	.....	.....	1,526,000	.44	6,000	(1)	350,493,053	7.
Total—United States.	10,291,184	.23	6,621,000	.15	43,425,642	.96	4,504,383,162	100

[1] Less than .01 per cent.

SIFICATION OF MISCELLANEOUS OBLIGATIONS BY RATE OF INTEREST, BY GROUPS.

tory covered.	Nothing paid.		From 1 to 2 per cent.		From 2 to 3 per cent.		From 3 to 4 per cent.	
	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.
p I	$788,200	2.61	$3,790,000	12.54	.....	.....	.....	.....
p II	5,169,637	10.11	1,000,000	1.96	$1,464,000	2.86	$7,674,503	15.01
p III	2,976,690	52.35	.....	.....	172,500	3.03	321,375	5.65
p IV	.....	.....	.....	.....	.....	.....	.....	.....
p V	4,600,000	18.77	.....	.....	7,651,675	31.21	2,773,000	11.31
p VI	4,420,720	3.18	.....	.....	44,403,245	31.97	10,000,000	7.20
p VII	.....	.....	.....	.....	1,802,653	3.22	30,392,076	54.25
p VIII	.....	.....	86,000	.19	.....	.....	27,454,819	59.08
p IX	44,427	2.67	552,840	33.18	.....	.....	.....	.....
p X	27,874,180	58.59	.....	.....	1,516,927	3.19	13,000,000	27.33
otal—United States.	45,873,864	11.18	5,428,840	1.32	57,011,000	13.89	91,615,773	22.32

tory covered.	From 4 to 5 per cent.		From 5 to 6 per cent.		From 6 to 7 per cent.		From 7 to 8 per cent.	
	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.
p I	$4,627,000	15.31	$9,456,500	31.29	$7,410,701	24.52	$3,692,000	12.21
p II	25,027,180	48.94	3,793,974	7.42	7,006,645	13.70	2,000	(1)
p III	558,954	9.83	146,000	2.57	660,817	11.62	850,000	14.95
p IV	4,611,546	55.78	.....	.....	1,070,000	12.94	2,585,604	31.28
p V	900,000	3.67	8,380,000	34.19	208,000	.85	.....	.....
p VI	38,596,251	27.78	32,224,150	23.20	7,447,000	5.36	1,248,000	.90
p VII	23,826,701	42.53	.....	.....	.....	.....	.....	.....
p VIII	3,891,786	8.38	14,476,000	31.15	558,000	1.20	.....	.....
p IX	.....	.....	623,712	37.44	410,098	24.61	.....	.....
p X	.....	.....	.....	.....	5,182,000	10.89	.....	.....
Total—United States.	102,039,418	24.86	69,100,336	16.83	29,953,261	7.30	8,377,604	2.04

tory covered.	From 8 to 9 per cent.		From 9 to 10 per cent.		10 per cent and above.		Total.	
	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of total miscellaneous obligations.
p I	.....	.....	$11,313	.04	$448,910	1.48	$30,224,624	7.36
p II	.....	.....	1,565	(1)	.....	.....	51,139,504	12.46
p III	.....	.....	.....	.....	.....	.....	5,686,336	1.39
p IV	.....	.....	.....	.....	.....	.....	8,267,150	2.01
p V	.....	.....	.....	.....	.....	.....	24,512,675	5.97
p VI	$573,233	.41	.....	.....	4,530	(1)	138,917,129	33.84
p VII	.....	.....	.....	.....	.....	.....	56,021,430	13.65
p VIII	.....	.....	.....	.....	.....	.....	46,466,605	11.32
p IX	35,000	2.10	.....	.....	.....	.....	1,666,087	.41
p X	.....	.....	.....	.....	.....	.....	47,573,107	11.59
otal—United States.	608,233	.15	12,878	(1)	453,440	.11	410,474,647	100.

[1] *Less than .01 per cent.*

CLASSIFICATION OF INCOME BONDS BY RATE OF INTEREST, BY GROUPS.

Territory covered.	Nothing paid.		From 1 to 2 per cent.		From 2 to 3 per cent.		From 3 to 4 per cent.	
	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.
Group I	$500	(1)	$400,000	5.52				
Group II	85,257,249	96.97					$238,000	.27
Group III	19,234,239	54.99	10,000,000	28.59	$5,690,000	16.27		
Group IV	9,617,700	90.40						
Group V	20,345,910	96.44						
Group VI	21,405,275	65.34			1,000,000	3.05		
Group VII	23,279	1.37	1,679,000	98.63				
Group VIII	11,310,959	85.24						
Group IX	26,085,117	98.23						
Group X	11,584,041	96.93						
Total—United States.	204,864,269	82.56	12,079,000	4.87	6,690,000	2.70	238,000	.10

Territory covered.	From 4 to 5 per cent.		From 5 to 6 per cent.		From 6 to 7 per cent.		From 7 to 8 per cent.	
	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.
Group I	$4,925,000	67.91	$620,000	8.55	$750,000	10.34	$557,000	7.68
Group II			570,000	.65	1,858,008	2.11		
Group III					53,000	.15		
Group IV			1,000,000	9.40	21,000	.20		
Group V					750,000	3.56		
Group VI	7,514,500	22.94	2,046,000	6.24	500,016	1.53		
Group VII								
Group VIII							153,020	1.15
Group IX								
Group X								
Total—United States.	12,439,500	5.01	4,236,000	1.71	3,932,024	1.58	710,020	.29

Territory covered.	From 8 to 9 per cent.		From 9 to 10 per cent.		10 per cent and above.		Total.	
	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of total income bonds.
Group I							$7,252,500	2.92
Group II					$5,000	(1)	87,928,257	35.43
Group III							34,977,239	14.10
Group IV							10,638,700	4.29
Group V							21,095,910	8.50
Group VI					296,253	.90	32,762,044	13.20
Group VII							1,702,279	.69
Group VIII					1,806,308	13.61	13,270,282	5.35
Group IX					469,419	1.77	26,554,536	10.70
Group X					366,942	2.07	11,950,983	4.82
Total—United States.					2,943,917	1.18	248,132,730	100.

[1] Less than .01 per cent.

A statement of the charges against income on account of railway capital for the year ending June 30, 1893, is presented in the following summary. It shows the dividends declared on common and preferr ed stock, the interest accrued on funded debt and on interest-bearing current liabilities.

CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893.

Territory covered.	Designation of items.				Total, including miscellaneous.	Other payments from net income.
	Dividends on common stock.	Dividends on preferred stock.	Interest on funded debt.	Interest on interest-bearing current liabilities.		
Group I	$11,972,292	$1,394,018	$8,001,716	$728,312	$22,096,338	$105,426
Group II	35,397,714	1,135,191	57,049,362	2,059,586	96,641,853	111,056
Group III	10,637,207	5,102,072	30,030,059	703,035	46,472,373	693,938
Group IV	1,245,786	485,242	11,518,435	870,206	14,119,669	139,459
Group V	4,285,314	96,107	21,002,677	750,230	26,134,328	.....
Group VI	13,153,738	7,676,932	49,871,967	641,127	71,343,764	445,617
Group VII	2,770,819	147,273	14,084,801	150,114	17,153,007	.....
Group VIII	1,206,585	918,896	27,902,351	745,948	30,773,780	.....
Group IX	5,899	.....	11,389,970	277,069	11,672,938	.....
Group X	2,986,384	312,416	19,325,549	1,063,881	23,688,230	515,908
Total—United States	83,661,738	17,268,147	250,176,887	7,989,508	359,096,280	2,011,404

PUBLIC SERVICE OF RAILWAYS.

1. Comparative Summary of Passenger and Freight Service for the Years ending June 30, 1893, 1892, 1891, and 1890.

2. Public Service of Railways, by Groups—Passenger Service.

3. Public Service of Railways, by Groups—Freight Service.

It is the purpose of the three summaries following to show the amount of work performed by the railways of the United States for the four years 1890 to 1893, inclusive, and to submit certain significant items pertaining to passenger and freight traffic.

COMPARATIVE SUMMARY OF PASSENGER AND FREIGHT SERVICE FOR THE YE ENDING JUNE 30, 1893, 1892, 1891, AND 1890.

Item.	1893.	1892.	1891.	1890.	Increase over 189
Passengers carried ..	593,560,612	560,958,211	531,183,998	492,430,865	32,60
Passengers carried 1 mile.	14,229,101,084	13,362,898,299	12,844,243,881	11,847,785,617	866,20
Passengers carried 1 mile per mile of line.	83,809	82,285	79,642	75,751	1
Tons carried.....	745,119,482	706,555,471	675,608,323	636,541,617	38,56
Tons carried 1 mile ..	93,588,111,833	88,241,050,225	81,073,784,121	76,207,047,298	5,347,06
Tons carried 1 mile per mile of line.	551,232	543,365	502,705	487,245	
Passenger train mileage.	335,618,770	317,538,883	307,927,928	285,575,804	18,07
Average number of passengers in train.	42	42	42	41	.....
Average journey per passenger ..miles..	23.97	23.82	24.18	24.06	
Freight train mileage.	508,719,506	485,402,369	446,274,508	435,170,812	23,31
Average number of tons in train.	183.97	181.79	181.67	175.12	
Average haul per ton .....miles..	125.60	124.89	120.00	119.72	

From the above summary it is seen that the total number of pass gers carried during the year covered by this report was 593,560,(being an increase over the number carried the previous year 32,602,401. Passenger mileage for the same period was 14,229,101,(being an increase over passenger mileage of the previous year 866,202,785. Passenger service expanded more rapidly than milea traffic density being 83,809 in 1893 as against 82,285 in 1892. T figures for the four years covered by the above summary show a c stant increase in traffic density.

The number of tons of freight carried by the railways of the Uni States during the year ending June 30, 1893, was 745,119,482. Th of course, is the aggregate of tons reported by the individual railwa and represents duplication to the extent of freight received from c necting lines—that is to say, such freight is reported by both li which handle it. For this reason, it is the ton-mileage, or the numl of tons carried one mile, which should be accepted as the true meas of expanding freight. The number of tons carried one mile during accounting year 1893 was 93,588,111,833, being an increase over t mileage of the previous year of 5,347,061,608. This increase in frei movement, notwithstanding the increase in reporting mileage 7,382.54 miles, is less than the corresponding increase of the previ year, a fact which should be borne in mind when comparing the ra and earnings of the two years. That the year 1892 was a year marked expansion in freight movement is shown by comparing freig

for the years represented in the above summary. Thus the 91 exceeded the year 1890 in freight-density by 15,460 tons, ceeded 1891 by 40,660 tons, and 1893 exceeded 1892 by 7,867

second and the third summaries in the section call for no ed comment. The figures which they contain impress in a most manner the diversity of conditions under which the railways of ited States are administered.

RY SHOWING PUBLIC SERVICE OF RAILWAYS, BY GROUPS—PASSENGER SERVICE.

tory covered.	Passenger train mileage.	Number of passengers carried.	Number of passengers carried one mile.	Number of passengers carried one mile per mile of line.	Average number of passengers in train.	Average journey per passenger.
						Miles.
.....	32,429,910	127,973,830	1,981,162,852	267,006	61	15.48
I	84,641,627	224,434,909	3,881,472,564	201,416	46	17.29
II	55,606,091	69,386,673	2,210,614,972	101,609	40	31.86
V	14,330,388	11,573,922	433,739,981	41,068	30	37.48
.....	24,505,337	19,594,628	753,944,248	44,336	31	38.48
VI	60,852,137	88,371,942	2,499,335,975	62,522	41	28.28
VII	11,226,236	5,090,895	391,456,307	37,554	35	76.89
VIII	26,356,851	16,520,377	899,941,666	42,422	34	54.47
IX	10,166,196	6,759,084	341,961,144	33,526	34	50.59
X	15,501,947	23,854,352	835,471,375	69,897	54	35.02
al—United States.	335,618,770	593,560,612	14,229,101,084	83,809	42	23.97

ARY SHOWING PUBLIC SERVICE OF RAILWAYS, BY GROUPS—FREIGHT SERVICE.

ritory covered.	Freight train mileage.	Number of tons of freight carried.	Number of tons of freight carried one mile.	Number of tons of freight carried one mile per mile of line.	Average number of tons in train.	Average haul per ton.
I	27,502,384	45,596,109	3,325,369,933	448,168	120.91	72.93
II	120,033,157	261,500,296	28,605,650,259	1,484,392	238.31	109.39
III	86,888,078	159,484,489	19,225,447,802	883,679	221.27	120.55
IV	21,281,760	23,354,743	3,821,116,866	361,799	179.55	163.61
V	37,041,989	56,349,897	5,910,209,603	347,550	159.55	104.88
VI	110,590,117	117,704,151	17,682,449,928	442,333	159.89	150.23
VII	18,912,421	16,238,160	2,792,170,224	267,865	147.64	171.95
VIII	47,516,489	37,399,510	6,809,855,971	321,006	143.32	182.08
IX	19,650,495	14,201,052	2,693,091,217	264,032	137.05	189.64
X	19,302,616	13,291,075	2,722,750,090	227,791	141.06	204.86
tal—United States.	508,719,506	745,119,482	93,583,111,833	551,232	183.97	125.60

EARNINGS AND EXPENSES.

1. Condensed Income Account.
   - *a.* Comparative Condensed Income Account, 1893, 1892, 1
     and 1890, by Totals.
   - *b.* Comparative Condensed Income Account, 1893, 1892, 1
     and 1890, per Mile of Line.
   - *c.* Condensed Income Account, by Groups.
2. Analysis of Earnings and Income.
   - *a.* Analysis of Earnings from Operation.
   - *b.* Analysis of Earnings from Operation, by Groups.
   - *c.* Analysis of Income from Other Sources.
3. Analysis of Expenditures.
   - *a.* Analysis of Operating Expenses.
   - *b.* Analysis of Operating Expenses, by Groups.
   - *c.* Analysis of Fixed Charges, by Groups.
   - *d.* Analysis of Fixed Charges Assigned to "Miscellaneous,"
     Groups.
4. Summary of Earnings and Expenses Assignable to Passenger
Freight Service and Coefficient of Expenses, by Groups.

As may be seen from the above analysis of summaries submit
under the heading of "Earnings and Expenses," it is the purpos
the summaries immediately following to present, first, a "Conden
Income Account," that is to say, a statement of gross earnings, op
ating expenses, income from other investments, fixed charges, di
dends, and surplus; second, this is to be followed by an analysis b
of earnings and income and of operating expenses. These facts
given not only for the United States, but for the ten territorial grou
The main facts are presented for the four years 1890 to 1893, inclusi
and, in order the better to enable a comparison for the years in qu
tion, are reduced to a mileage basis. It will be observed that the inco
account here presented treats the railways as a unit, in the same ma
ner that a corporation may treat its main line and several branch
that is to say, the surplus from operations during the year is not t
aggregate surplus of roads whose reports exhibit a surplus, but t
resultant of a compilation of the facts reported by all lines respecti
earnings and expenditures. It is the aim in this compilation to tre
the railways as a consolidated system of transportation. It should al
be noted that the accounts of subsidiary or leased lines, as well as
operating lines, are included in the statements of income and expen
tures, which leads to the duplication of such items as are paid from o
company to another company. For example, the expenditure of
operating company on account of rentals becomes the source of inco
to the subsidiary company which has leased its line, and which in
turn will use the funds thus secured for the payment of dividends
interest upon stocks or bonds. The several aggregates in the inco

account are in this manner increased, but the final result is the same as though all duplications on both sides of the account had been excluded. Following the order indicated above, there is here inserted a condensed income account, which is made comparative by giving the corresponding items for the years ending June 30, 1890 to 1893, inclusive.

COMPARATIVE CONDENSED INCOME ACCOUNT FOR THE YEARS ENDING JUNE 30, 1893, 1892, 1891, AND 1890.

Item.	Amount.				Increase of 1893 over 1892.
	1893. [1]	1892. [2]	1891. [3]	1890. [4]	
ss earnings from operation.	$1,220,751,874	$1,171,407,343	$1,096,761,395	$1,051,877,632	$49,344,531
s operating expenses.	827,921,299	780,997,996	731,887,893	692,093,971	46,923,303
Income from operation.	392,830,575	390,409,347	364,873,502	359,783,661	2,421,228
come from other urces.	149,649,615	141,960,782	133,911,126	126,767,064	7,688,833
Total income	542,480,190	532,370 129	498,784,628	486,550,725	10,110,061
tal deductions from income.	431,422,156	416,404,938	388,707,712	384,792,138	15,017,218
Net income	111,058,034	115,965,191	110,076,916	101,758,587	[5] 4,907,157
tal dividends (including "Other payments from net income.")	[6] 102,941,289	101,929,135	96,489,013	89,688,204	1,012,154
Surplus from operations.	8,116,745	14,036,056	13,587,903	12,070,383	[5] 5,919,311

Item.	Per mile of line operated.				Increase of 1893 over 1892.
	1893. [1]	1892. [2]	1891. [3]	1890. [4]	
Gross earnings from operation	$7,190	$7,213	$6,800	$6,725	[5] $23
Less operating expenses	4,876	4,809	4,538	4,425	67
Income from operation	2,314	2,404	2,262	2,300	[5] 90
Income from other sources	881	874	830	811	7
Total income	3,195	3,278	3,092	3,111	[5] 83
Total deductions from income	2,541	2,564	2,410	2,460	[5] 23
Net income	654	714	682	651	[5] 60
Total dividends (including "Other payments from net income).	606	628	598	574	[5] 22
Surplus from operations	48	86	84	77	[5] 38

[1] 169,779.84 miles of line represented.
[2] 162,397.30 miles of line represented.
[3] 161,275.17 miles of line represented.
[4] 156,404.06 miles of line represented.
[5] Decrease.
[6] Includes $2,011,404 "other payments from net income."

From the above summary it appears that the total gross earnings of the railways of the United States on June 30, 1893, were $1,220,751,874, being a sum in excess of the earnings of the previous year of $49,344,531. Operating expenses for the same period were $827,921,299, being a sum

in excess of operating expenses for the previous year of $46,923,
The net income from operations was $392,830,575, showing an incre
in net earnings for the period named of $2,421,228.

The income from corporate investments during the year ending Ju
30, 1893, was $7,688,833 greater than the corresponding income dur
the previous year. Fixed charges are $15,017,218 greater. The fi
net income from operations—that is to say the sum from which di
dends may be paid—for the year covered by this report was $111,058,0
being less by $4,907,157 than the net income of the previous year. T
amount of dividends declared during the year was $100,929,885, whi
added to "Other Payments from Net Income." leaves a "Surplus fr
Operations" during the year of $8,116,745. This is a surplus equal
.66 per cent of total gross earnings, and is $5,919,311 less than
surplus declared the previous year.

These items may perhaps be the more clearly understood wl
reduced to a mileage basis, as is done in the second of the above su
maries. It should, however, be remembered that the figures for 1
cover 7,382.54 more miles of operated line than the figures for the p
vious year. The greater portion of this increase in length of opera
line for 1893 is low-grade mileage, and a portion, therefore, of
decrease in earning capacity per mile of line for 1893 as compa
with 1892 is accounted for in this manner. It should also be rem
bered, as stated in the previous report, that the income accounts
the railways for 1892 were influenced by the fact that they were engag
in carrying the large crop of 1891. By comparing the two years
question there appears a loss in gross earnings of $23 per mile of l
and an increase in operating expenses of $67 per mile of line, wh
produces a decrease in income from operation of $90 per mile of li
This seems to suggest a very unfortunate state of affairs for the r
ways, but it should be remembered that the same comparison betw
the accounting years 1892 and 1891 shows an increase in gross ea
ings of $413 per mile of line, and an increase in operating expenses
$271 per mile of line, which resulted in an increase in net income fr
operations of $142 per mile of line. As already suggested, it is t
year 1892 rather than the year 1893 which needs explanation. I
the rest the figures speak for themselves. The final net income sho
a decrease of $60 per mile of line, dividends a decrease of $22 per m
of line, and surplus from operations a decrease of $38 per mile of li

In the following summary will be found a classification of the ite
presented in the consolidated summary of the railways of the Uni
States by territorial groups, and an assignment of these items to
operated mileage within the groups. On page 53 of the Fifth Ann
Report on Statistics of Railways will be found a similar statement
the accounting year 1892, which will enable anyone interested to m
a comparison by groups.

CONDENSED INCOME ACCOUNT, BY GROUPS.

Item.	Group I. (7,419.92 miles of line represented.)		Group II. (19,270.95 miles of line represented.)		Group III. (21,756.15 miles of line represented.)		Group IV. (10,561.44 miles of) line represented.	
	Amount.	Per mile of line operated.	Amount.	Per mile of line operated.	Amount.	Per mile of line operated.	Amount.	Per mile of line operated.
s earnings m operation.	$86, 895, 478	$11, 711	$312, 969, 720	$16, 240	$187, 372, 469	$8, 612	$43, 843, 340	$4, 151
operating expenses.	60, 901, 378	8, 194	206, 137, 395	10, 697	134, 607, 313	6, 187	30, 425, 792	2, 881
Income from operation.	26, 094, 100	3, 517	106, 832, 325	5, 543	52, 765, 156	2, 425	13, 417, 548	1, 270
me from other urces.	8, 257, 763	1, 113	52, 599, 120	2, 730	18, 628, 164	856	3, 770, 125	357
Total income.	34, 351, 863	4, 630	159, 431, 445	8, 273	71, 393, 320	3, 281	17, 187, 673	1, 627
al deductions om income.	19, 964, 465	2, 693	114, 355, 777	5, 934	54, 328, 304	2, 497	17, 766, 691	1, 682
Net income..	14, 367, 398	1, 937	45, 075, 668	2, 339	17, 065, 016	784	[1] 579, 018	[1] 55
tal dividends (including "Other ayments from et income.")	[2] 13, 471, 736	1, 816	[3] 36, 642, 961	1, 902	[4] 16, 433, 217	755	[5] 1, 870, 487	177
Surplus from operations.	895, 662	121	8, 431, 707	437	631, 799	29	[1] 2, 449, 505	[1] 232

Item.	Group V. (17,005.34 miles of line represented.)		Group VI. (39,975.40 miles of line represented.)		Group VII. (10,423.80 miles of line represented.)	
	Amount.	Per mile of line operated.	Amount.	Per mile of line operated.	Amount.	Per mile of line operated.
Gross earnings from operation	$81, 544, 648	$4, 796	$245, 964, 280	$6, 153	$47, 397, 473	$4, 547
Less operating expenses	58, 321, 252	3, 430	159, 106, 507	3, 980	30, 609, 057	2, 936
Income from operation	23, 223, 396	1, 366	86, 857, 773	2, 173	16, 788, 416	1, 611
Income from other sources	8, 606, 602	506	20, 698, 852	518	5, 407, 990	518
Total income	31, 829, 998	1, 872	107, 556, 625	2, 691	22, 196, 406	2, 129
Total deductions from income	31, 178, 350	1, 834	74, 535, 564	1, 865	21, 745, 358	2, 086
Net income	651, 648	38	33, 021, 061	826	451, 048	43
Total dividends (including "Other payments from net income.")	4, 381, 421	257	[6] 21, 276, 287	532	2, 918, 092	280
Surplus from operations	[1] 3, 729, 773	[1] 219	11, 744, 774	294	[1] 2, 467, 044	[1] 237

[1] Deficit.
[2] Includes $105,426 "other payments from net income."
[3] Includes $111,056 "other payments from net income."
[4] Includes $693,938 "other payments from net income."
[5] Includes $139,459 "other payments from net income."
[6] Includes $445,617 "other payments from net income."

CONDENSED INCOME ACCOUNT, BY GROUPS—Continued.

Item.	Group VIII. (21,214.13 miles of line represented.)		Group IX. (10,199.85 miles of line represented.)		Group X. (11,952.86 mile line represent	
	Amount.	Per mile of line operated.	Amount.	Per mile of line operated.	Amount.	
Gross earnings from operation	$107,009,143	$5,044	$41,995,649	$4,118	$65,759,674	$
Less operating expenses	73,395,124	3,460	31,786,526	3,117	42,730,955	
Income from operation	33,614,019	1,584	10,209,123	1,001	23,028,719	
Income from other sources	6,928,402	327	5,100,658	500	19,651,939	
Total income	40,542,421	1,911	15,309,781	1,501	42,680,658	
Total deductions from income	36,669,636	1,728	16,915,417	1,658	43,942,594	
Net income	3,872,785	183	[1] 1,605,636	[1] 157	[1] 1,261,936	
Total dividends (including "Other payments from net income.")	2,125,481	100	5,899	1	[2] 3,814,708	
Surplus from operations	1,747,304	83	[1] 1,611,535	[1] 158	[1] 5,076,644	

[1] Deficit. [2] Includes $515,908 "other payments from net income."

The remaining summaries present an analysis of the two side the income account. The one which immediately follows has refere to the earnings from operation for the accounting years 1891, 1892, 1893, and presents these facts for the United States as a whole, for the ten territorial groups.

COMPARATIVE SUMMARY OF EARNINGS AND INCOME AND ANALYSIS OF EARN FROM OPERATION, FOR THE YEARS ENDING JUNE 30, 1893, 1892, AND 1891

Source of income.	1893.[1]			1892.[2]		1891.[3]	
	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.	Proportion to total earnings.	Proportion to total earnings and income.	Proportion to total earnings.	Pro t to ear a inc
Passenger revenue	$301,491,816	24.70	22.00	24.48	21.84	25.64	
Mail	28,445,053	2.33	2.08	2.29	2.05	2.27	
Express	23,631,394	1.93	1.72	1.89	1.69	1.97	
Other earnings, passenger service.	6,455,778	.53	.47	.50	.44	.49	
Freight revenue	829,053,861	67.92	60.50	68.24	60.86	67.17	
Other earnings, freight service.	3,848,344	.31	.28	.34	.29	.28	
Other earnings from operation.	27,732,053	2.27	2.02	2.25	2.01	2.17	
Unclassified	[4] 93,575	.01	.01	.01	.01	.01	
Total earnings from operation.	1,220,751,874	100.	.....	100.	.....	100.	....
Income from other sources.	149,649,615	.....	10.92	.....	10.81	.....	
Total earnings and income.	1,370,401,489	.....	100.	.....	100.	.....	

[1] 170,656.42 miles of line represented.
[2] 162,397.30 miles of line represented.
[3] 161,275.17 miles of line represented.
[4] Covers four roads making no classification of "ings" under the several heads.

RY OF EARNINGS AND INCOME AND ANALYSIS OF EARNINGS FROM OPERATION, BY GROUPS.

rce of income.	Group I. (7,419.92 miles of line represented.)			Group II. (19,270.95 miles of line represented.)		
	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.
ger revenue	$37,448,008	43.10	39.36	$75,272,215	24.05	20.59
	1,322,471	1.52	1.39	4,397,458	1.41	1.20
s	2,186,423	2.51	2.30	6,454,821	2.06	1.77
arnings, passenger ce.	796,853	.92	.84	1,066,905	.34	.29
t revenue	43,298,341	49.83	45.50	218,226,711	69.73	59.70
earnings, freight ce.	913,540	1.09	.99	1,022,982	.33	.28
arnings from oper-	899,842	1.03	.94	6,528,628	2.08	1.79
Total earnings from operation.	86,895,478	100.		312,969,720	100.	
from other sources.	8,257,763		8.68	52,599,120		14.38
Total earnings and income.	95,153,241		100.	365,568,840		100.

ource of income.	Group III. (21,756.15 miles of line represented.)			Group IV. (10,561.44 miles of line represented.)		
	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.
ager revenue	$46,009,778	24.55	22.34	$10,613,721	24.21	22.29
	5,227,043	2.79	2.54	1,530,176	3.49	3.21
	3,712,666	1.98	1.80	742,632	1.70	1.56
earnings, passenger vice.	727,180	.39	.35	92,960	.21	.19
ht revenue	127,572,498	68.09	61.93	29,604,481	67.52	62.18
r earnings, freight vice.	731,945	.39	.35	105,896	.24	.22
r earnings from opera-	3,391,359	1.81	1.65	1,131,500	2.58	2.38
lassified				[1] 21,974	.05	.05
Total earnings from operation.	187,372,469	100.		43,843,340	100.	
me from other sources.	18,628,164		9.04	3,770,125		7.92
Total earnings and income.	206,000,633		100.	47,613,465		100.

[1] Covers one road making no classification of "earnings" under the several heads.

SUMMARY OF EARNINGS AND INCOME AND ANALYSIS OF EARNINGS FROM OPERATION, BY GROUPS—Continued.

Source of income.	Group V. (17,005.34 miles of line represented.)			Group VI. (39,975.40 miles of line represented.)		
	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.
Passenger revenue	$18,588,706	22.80	20.62	$55,484,516	22.56	2
Mail	2,449,301	3.00	2.72	6,046,633	2.46	1
Express	1,545,866	1.90	1.71	3,914,292	1.59	1
Other earnings, passenger service.	278,382	.34	.31	1,868,940	.76	
Freight revenue	56,149,703	68.86	62.29	171,306,741	69.65	6
Other earnings, freight service.	67,607	.08	.07	660,576	.27	
Other earnings from operation.	2,457,513	3.01	2.72	6,618,551	2.69	
Unclassified	[1] 7,570	.01	.01	[2] 64,031	.02	
Total earnings from operation.	81,544,648	100.		245,964,280	100.	
Income from other sources.	8,606,602		9.55	20,698,852		
Total earnings and income.	90,151,250		100.	266,663,132		1

Source of income.	Group VII. (10,423.80 miles of line represented.)			Group VIII. (21,214.13 miles of line represent		
	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.	Gross amount.	Proportion to total. earnings.	Propo to to earni and inc
Passenger revenue	$9,621,552	20.30	18.22	$20,763,162	19.40	
Mail	1,852,276	3.91	3.51	2,803,612	2.62	
Express	840,818	1.77	1.59	2,383,041	2.23	
Other earnings, passenger service.	270,212	.57	.51	379,514	.36	
Freight revenue	33,910,385	71.55	64.22	76,719,992	71.70	
Other earnings, freight service.	4,601	.01	.01	67,846	.06	
Other earnings from operation.	897,629	1.89	1.70	3,891,976	3.63	
Total earnings from operation.	47,397,473	100.		107,009,143	100.	
Income from other sources.	5,407,990		10.24	6,928,402		
Total earnings and income.	52,805,463		100.	113,937,545		1

[1] Covers two roads making no classification of "earnings" under the several heads.

[2] Covers one road making no classification of "earnings" under the several heads.

RY OF EARNINGS AND INCOME AND ANALYSIS OF EARNINGS FROM OPERATION, BY GROUPS—Continued.

of income.	Group IX. (10,199.85 miles of line represented.)			Group X. (11,952.86 miles of line represented.)		
	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.
revenue	$8,366,946	19.93	17.77	$19,323,212	29.38	22.63
.....	974,493	2.32	2.07	1,841,590	2.80	2.15
.....	767,528	1.83	1.63	1,083,307	1.65	1.27
ings, passen-	164,870	.39	.35	809,962	1.23	.95
renue.....	31,035,402	73.90	65.90	41,229,607	62.70	48.27
ings, freight	128,791	.30	.27	114,560	.17	.13
ngs from oper-	557,619	1.33	1.18	1,357,436	2.07	1.59
earnings from ration.	41,995,649	100.	.....	65,759,674	100.	.....
rom other	5,100,658	.....	10.83	19,651,939	.....	23.01
earnings and ome.	47,096,307	.....	100.	85,411,613	.....	100.

evenue from carrying passengers during the year ending June , was $301,491,816; revenue from carrying mails was $28,445,053; from carrying express was $23,631,394; making with other earnidents to the passenger service a total passenger service income ,024,041, or 29.49 per cent of total earnings from operation. renue from carrying freight during the year was $829,053,861, with other earnings arising on account of freight service, gives f $832,902,205, or 68.23 per cent of total earnings from operation. earnings from operation" cover such a wide range of service as ude any definite classification. The income to railways from other than operation during the year was $149,649,615, being a nal to 10.92 per cent of total earnings and income. Speaking , 90 per cent of available funds arise from operation, and 10 per m investments.

alysis of this item, "Income from Other Sources," is found in summary.

SUMMARY OF INCOME FROM OTHER SOURCES, BY GROUPS.

Territory covered.	Source of income.				Total.
	Stocks.	Bonds.	Rentals.	Miscellaneous.	
Group I	$608,633	$86,891	$6,372,374	$1,189,865	$8,257,763
Group II	6,447,381	3,249,387	38,897,500	4,004,852	52,599,120
Group III	2,301,502	732,766	13,603,491	1,990,405	18,628,164
Group IV	159,447	143,210	2,585,356	882,112	3,770,125
Group V	403,418	745,584	5,796,002	1,661,648	8,604,652
Group VI	2,643,566	2,970,890	11,848,178	3,236,218	20,698,852
Group VII	765,723	1,179,983	2,287,787	1,174,497	5,407,990
Group VIII	625,523	1,524,724	2,322,649	2,455,506	6,928,402
Group IX	15,364	47,998	3,629,530	1,407,766	5,100,658
Group X	993,023	328,202	15,760,823	2,569,891	19,651,939
Total—United States	14,963,580	11,009,585	103,103,690	20,572,760	149,649,615

A statement of the amount of stocks and bonds owned by railway corporations will be found on page 38 of this report. From the above summary it appears that the railway corporations credit themselves dividends on stocks owned the amount of $14,963,580, and interest on bonds owned the sum of $11,009,585. The amount received by the railways in the form of rentals during the year was $103,103,690, and represents almost entirely an intercorporate payment. It may be accepted as measuring in a rough way the extent of railway consolidation by means of lease. Under the head of miscellaneous income there appears the amount of $20,572,760. The sources of income which are here classed together are of a very varying character, but in general may be defined as income from investments in property owned, and possibly managed, by railway corporations, which does not pertain directly to the service of transportation. As, for example, hotel property, corporate investments in ferries and steamship lines, rentals upon buildings owned (if of sufficient importance to warrant the keeping of a separate account), interest on bank balances, and the like. It should be noted that this income is a net and not a gross income, inasmuch as the expenses of operating or managing property named are excluded from the accounts covered by the reports made to the Commission.

The summaries next presented pertain to the other side of the income account, and show an analysis of operating expenses and other payments.

RATIVE SUMMARY OF EXPENDITURES AND ANALYSIS OF OPERATING EXPENSES FOR THE YEARS ENDING JUNE 30, 1893, 1892, 1891.

ource of expenditure.	Amount.	Proportion to total operating expenses.			Proportion to total operating expenditures.		
		1893.[1]	1892.[2]	1891.[3]	1893.[1]	1892.[2]	1891.[3]
		Per ct.	*Per ct.*	*Per ct.*	*Per ct.*	*Per ct.*	*Per ct.*
nance of way and structures.	$169,258,376	20.45	21.02	21.00	14.26	14.53	14.51
nance of equipment	136,875,909	16.53	16.48	15.99	11.54	11.39	11.05
ting transportation	435,465,575	52.60	52.08	52.51	36.70	36.00	36.31
l expenses	85,548,837	10.33	10.33	10.38	7.21	7.14	7.17
ified	[4] 772,602	.09	.09	.12	.07	.06	.08
tal operating expenses	827,921,299	100.	100.	100.			
harges	358,572,992				30.22	30.88	30.88
tal expenditures, operating roads.	1,186,494,291				100.	100.	100.
harges, subsidiary roads	72,849,164						
tal expenditures, all roads	1,259,343,455						

[1] 779.84 miles of line represented. [2] 162,397.30 miles of line represented.
[3] 275.17 miles of line represented.
[4] Seventeen roads making no classification of operating expenses under the four general

MARY OF EXPENDITURES AND ANALYSIS OF OPERATING EXPENSES, BY GROUPS.

ns of expenditure.	Group I. (7,419.92 miles of line represented.)			Group II. (19,270.95 miles of line represented.)		
	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.
nance of way and tures.	$12,383,395	20.37	15.85	$36,750,228	17.83	12.38
nance of equipment	9,072,364	14.92	11.62	37,136,633	18.02	12.51
ting transportation	34,574,684	56.86	44.26	113,365,140	54.99	38.18
l expenses	4,753,005	7.82	6.09	18,367,498	8.91	6.18
ified	[1] 17,930	.03	.02	[2] 517,896	.25	.17
tal operating expenses.	60,801,378	100.		206,137,395	100.	
harges	17,310,414		22.16	90,801,161		30.56
tal expenditures, operating roads.	78,111,792		100.	296,938,576		100.
harges, subsidiary	2,674,051			23,554,596		
tal expenditures, all roads.	80,785,843			320,493,172		

[1] One road making no classification of operating expenses under the four general heads.
[2] Three roads making no classification of operating expenses under the four general heads.

SUMMARY OF EXPENDITURES AND ANALYSIS OF OPERATING EXPENSES, BY GROUPS—Continued.

Source of expenditure.	Group III. (21,756.15 miles of line represented.)			Group IV. (10,561.44 miles of line represent		
	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.	Amount.	Proportion to total operating expenses.	Proport to total penditu
Maintenance of way and structures.	$26,367,377	19.59	14.53	$6,421,848	21.11	1
Maintenance of equipment.	23,171,417	17.21	12.77	5,369,755	17.65	1
Conducting transportation	71,783,678	53.33	39.55	14,946,229	49.12	3
General expenses	13,284,841	9.87	7.32	3,582,206	11.77	
Unclassified				[1] 105,754	.35	
Total operating expenses.	134,607,313	100.		30,425,792	100.	
Fixed charges	46,885,827		25.83	14,794,620		3
Total expenditures, operating roads.	181,493,140		100.	45,220,412		10
Fixed charges, subsidiary roads.	7,442,477			2,972,071		
Total expenditures, all roads.	188,935,617			48,192,483		

Source of expenditure.	Group V. (17,005.34 miles of line represented.)			Group VI. (39,975.40 miles of line represent		
	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.	Amount.	Proportion to total operating expenses.	Propor to tota penditu
Maintenance of way and structures	$12,843,085	22.02	15.19	$33,829,847	21.26	
Maintenance of equipment	9,452,097	16.21	11.18	24,703,639	15.53	
Conducting transportation	28,481,077	48.84	33.68	82,687,290	51.97	
General expenses	7,519,497	12.89	8.89	17,885,731	11.24	
Unclassified	[1] 25,496	.04	.03			
Total operating expenses.	58,321,252	100.		159,106,507	100.	
Fixed charges	26,234,384		31.03	64,557,105		
Total expenditures, operating roads.	84,555,636		100.	223,663,612		1
Fixed charges, subsidiary roads.	4,943,966			9,978,459		
Total expenditures, all roads.	89,499,602			233,642,071		

[1] Covers five roads making no classification of operating expenses under the four general heads

MARY OF EXPENDITURES AND ANALYSIS OF OPERATING EXPENSES, BY GROUPS—Continued.

of expenditure.	Group VII. (10,423.80 miles of line represented.)			Group VIII. (21,214.13 miles of line represented.)		
	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.
nance of way and ures.	$6,832,432	22.32	13.54	$16,387,607	22.33	15.39
nance of equipment	5,240,241	17.12	10.38	11,761,888	16.02	11.04
ing transportation	15,197,918	49.65	30.12	36,533,587	49.78	34.30
expenses	3,338,466	10.91	6.62	8,712,042	11.87	8.18
tal operating expenses.	30,609,057	100.		73,395,124	100.	
harges	19,850,442		39.34	33,110,778		31.09
tal expenditures, operating roads.	50,459,499		100.	106,505,902		100.
harges, subsidiary s.	1,894,916			3,558,858		
Total expenditures, all roads.	52,354,415			110,064,760		

re of expenditure.	Group IX. (10,199.85 miles of line represented.)			Group X. (11,952.86 miles of line represented.)		
	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.
tenance of way and ctures.	$7,405,868	23.30	16.14	$10,036,689	23.49	13.63
tenance of equipment	4,453,410	14.01	9.71	6,514,465	15.24	8.84
ating transportation	16,676,498	52.46	36.35	21,219,474	49.66	28.81
al expenses	3,250,750	10.23	7.08	4,854,801	11.36	6.59
ified				[1] 105,526	.25	.14
Total operating expenses.	31,786,526	100.		42,730,955	100.	
l charges	14,095,792		30.72	30,932,449		41.99
Total expenditures, operating roads.	45,882,318		100.	73,063,404		100.
l charges, subsidiary ads.	2,819,625			13,010,145		
Total expenditures, all roads.	48,701,943			86,673,549		

[1] Covers four roads making no classification of operating expenses under the four general heads.

The next summary presents an analysis of fixed charges and shows e amount paid by railways in the form of interest, rentals, taxes, and scellaneous. It separates the amounts paid by operating companies m those paid by subsidiary operated companies, the latter being nted in bold-faced type. The purpose of this separation is to show e extent of duplication which exists in the consolidated income

account, for, as already stated, the revenue out of which subsidi companies make payment in the form of interest, rentals, taxes, the like is, in the first instance, an income to the companies operat the line which the subsidiary companies own.

The second part of the following summary presents a further analy of miscellaneous payments properly designated as fixed charges. includes salaries and maintenance of organization of subsidiary li interest on interest-bearing current liabilities, permanent improveme charged to the income account, and other miscellaneous payments.

ANALYSIS OF FIXED CHARGES, BY GROUPS.

Territory covered.	Class of road.	Amount.	Designation.			
			Interest.	Rentals.	Taxes.	Miscellaneous
Group I	Operating companies	$17,310,414	$5,554,075	$7,316,695	$3,631,126	$80
	Operated companies	2,674,051	2,447,641	39,629	20,324	166
	Total	19,984,465	8,001,716	7,356,324	3,651,450	97
Group II	Operating companies	90,801,181	36,362,761	40,031,450	7,469,618	6,98
	Operated companies	23,554,596	20,686,601	81,169	707,246	2,076
	Total	114,355,777	57,049,362	40,112,619	8,176,864	9,01
Group III	Operating companies	46,885,827	24,650,004	14,877,091	4,973,685	2,38
	Operated companies	7,442,477	5,280,055	741,324	152,407	1,168
	Total	54,328,304	30,030,059	15,618,415	5,126,092	3,55
Group IV	Operating companies	14,794,620	9,182,126	3,129,729	1,005,406	1,47
	Operated companies	2,972,071	2,336,309	151,122	154,582	330
	Total	17,766,691	11,518,435	3,280,851	1,159,988	1,80
Group V	Operating companies	26,234,384	16,449,169	5,838,902	2,219,976	1,72
	Operated companies	4,943,966	4,553,508	.....	198,859	191,
	Total	31,178,350	21,002,677	5,838,902	2,418,835	1,917
Group VI	Operating companies	64,557,105	41,890,016	10,704,379	8,151,584	3,811
	Operated companies	9,978,459	7,981,951	843,342	62,132	1,091,
	Total	74,535,564	49,871,967	11,547,721	8,213,716	4,902
Group VII	Operating companies	19,850,442	12,192,932	1,758,889	1,143,987	4,754,
	Operated companies	1,894,916	1,891,869	.....	480	2,
	Total	21,745,358	14,084,801	1,758,889	1,144,467	4,757,
Group VIII	Operating companies	33,110,778	24,727,044	1,816,441	3,639,491	2,927,
	Operated companies	3,558,858	3,175,307	317,100	3,153	63,
	Total	36,669,636	27,902,351	2,133,541	3,642,644	2,991,
Group IX	Operating companies	14,095,792	8,875,400	3,555,805	883,411	781,
	Operated companies	2,819,625	2,514,570	.....	126,267	178,
	Total	16,915,417	11,389,970	3,555,805	1,009,678	959,
Group X	Operating companies	30,932,449	8,442,390	16,019,854	1,952,668	4,517,
	Operated companies	13,010,145	10,883,159	.....	18,287	2,108,
	Total	43,942,594	19,325,549	16,019,854	1,970,955	6,626
United States	Operating companies	358,572,992	188,325,917	105,049,235	35,070,952	30,126
	Operated companies	72,849,164	61,850,970	2,173,686	1,443,737	7,380,
	Total	431,422,156	250,176,887	107,222,921	36,514,689	37,507

ANALYSIS OF FIXED CHARGES ASSIGNED TO "MISCELLANEOUS," BY GROUPS.

Territory covered.	Class of road.	Amount.	Designation.			
			Salaries and maintenance of organization.	Interest on interest-bearing current liabilities.	Permanent improvements.	Other deductions.
Group I	Operating companies	$808,518	.....	$639,742	$103,395	$65,381
	Operated companies	166,457	$46,727	88,570	1,768	29,392
	Total	974,975	46,727	728,312	105,163	94,773
Group II	Operating companies	6,937,352	.....	1,338,631	91,238	5,507,483
	Operated companies	2,079,580	203,662	720,955	.....	1,154,963
	Total	9,016,932	203,662	2,059,586	91,238	6,662,446
Group III	Operating companies	2,385,047	.....	658,037	673,930	1,053,080
	Operated companies	1,168,691	141,605	44,998	155,974	826,114
	Total	3,553,738	141,605	703,035	829,904	1,879,194
Group IV	Operating companies	1,477,359	.....	740,402	212,308	524,649
	Operated companies	330,058	3,829	129,804	92	196,333
	Total	1,807,417	3,829	870,206	212,400	720,982
Group V	Operating companies	1,726,337	.....	640,466	182,873	902,998
	Operated companies	191,599	26,821	109,764	.....	55,014
	Total	1,917,936	26,821	750,230	182,873	958,012
Group VI	Operating companies	3,811,126	.....	557,417	209,525	3,044,184
	Operated companies	1,091,034	148,888	83,710	30,753	827,683
	Total	4,902,160	148,888	641,127	240,278	3,871,867
Group VII	Operating companies	4,754,634	.....	150,114	496,714	4,107,806
	Operated companies	2,567	2,558	.....	.....	9
	Total	4,757,201	2,558	150,114	496,714	4,107,815
Group VIII	Operating companies	2,927,802	.....	733,975	120,551	2,073,276
	Operated companies	63,298	4,963	11,973	.....	46,362
	Total	2,991,100	4,963	745,948	120,551	2,119,638
Group IX	Operating companies	781,176	.....	118,138	385,311	277,727
	Operated companies	178,788	874	158,931	.....	18,983
	Total	959,964	874	277,069	385,311	296,710
Group X	Operating companies	4,517,537	.....	1,003,499	292,637	3,221,401
	Operated companies	2,108,699	9,945	60,382	.....	2,038,372
	Total	6,626,236	9,945	1,063,881	292,637	5,259,773
United States	Operating companies	30,126,888	.....	6,580,421	2,768,482	20,777,985
	Operated companies	7,380,771	589,872	1,409,087	188,587	5,193,225
	Total	37,507,659	589,872	7,989,508	2,957,069	25,971,210

There are two proportions incident to the income account which are regarded as of great importance by railway managers. These are, first, the proportion of income from passenger service to income from freight service, and, second, the coefficient of operating expenses. These proportions are presented in the following summary for the United States as a whole, and also for each of the ten territorial groups. This summary also contains a statement of the proportion of operating expenses

assignable to the passenger service and to the freight service, but, as stated in the report of the previous year, this assignment appears for the last time in the present report, it having become evident that no trustworthy rule exists for making the assignment in question.

SUMMARY SHOWING THE PROPORTION OF EARNINGS FROM OPERATION AND OPERATING EXPENSES, ASSIGNABLE TO PASSENGER AND FREIGHT SERVICE, BY GROUPS.

Item.	Group.										Total.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
	Per ct.	*Per ct.*	*Per ct.*	*Per ct.*	*Per ct.*	*Per ct.*	*Per ct.*	*Per ct.*	*Per ct.*	*Per ct.*	*Per ct.*
Earnings from operation:											
Passenger service.	48.05	27.86	29.71	29.61	28.04	27.37	26.55	24.61	24.47	35.06	28.4
Freight service..	50.92	70.06	68.48	67.76	68.94	69.92	71.56	71.76	74.20	62.87	68.1
Other earnings from operation.	1.03	2.08	1.81	2.58	3.01	2.69	1.89	3.63	1.33	2.07	2.1
Unclassified.....	.....	.....	.....	.05	.01	.02	.....	.....	.....	.....	.
Total.....	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.
Operating expenses:											
Passenger service.	46.76	33.27	31.72	33.67	33.89	31.78	33.37	31.32	27.08	42.53	33.
Freight service..	53.24	66.73	68.28	66.33	66.11	68.22	66.63	68.68	72.92	57.47	66.
Total.....	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.
Percentage of operating expenses to operating income.	69.97	65.87	71.84	69.40	71.52	64.69	64.58	68.59	75.70	64.98	67.

SUMMARY OF RESULTS.

1. Comparative Summary of Results, 1893, 1892, 1891, 1890, 18 and 1888.
2. Summary of Results, by Groups—Passenger Service.
3. Summary of Results, by Groups—Freight Service.

The three summaries inserted below are designed to show certa general results in the administration of railway property. The fi pertains to the years 1888 to 1893, inclusive, that is to say, the ye covered by the six reports on railway statistics issued from this offi The general uniformity in progression from year to year indicates t trustworthiness of the computations. Two items, namely, "Avera cost of carrying one passenger one mile" and "Average cost of car ing one ton of freight one mile" appear for the last time in the pres report.

ıRATIVE SUMMARY OF RESULTS DEDUCED FROM TABLE III AND TABLE IV 'OR THE YEARS ENDING JUNE 30, 1893, 1892, 1891, 1890, 1889, AND 1888.

Item.	1893.	1892.	1891.	1890.	1889.	1 888.
ə per passenger per .....cents..	2.108	2.126	2.142	2.167	2.165	2.349
ə cost of carrying one ıger one mile..cents ..	1.955	1.939	1.910	1.917	1.993	2.042
ə per ton of freight ile.....cents..	.878	.898	.895	.941	.922	1.001
ə cost of carrying one e mile.....cents..	.579	.582	.583	.604	.593	.630
ə per train mile, pas- trains.	$1.06.819	$1.06.873	$1.06.111	$1.08.041	$1.06.287	$1.13.952
ə cost of running a ıger train one .....cents..	83.948	81.931	80.453	80.984	83.068	84.691
ə per train mile, t trains.	$1.62.721	$1.64.611	$1.63.683	$1.65.434	$1.65.377	$1.65.712
ə cost of running a t train one mile.	$1.06.760	$1.06.196	$1.06.172	$1.05.711	$1.06.481	$1.03.876
ə per train mile, all	$1.43.229	$1.44.649	$1.43.345	$1.44.231	$1.39.191	$1.46.719
ə cost of running a ı one mile, all .....cents..	97.272	96.580	95.707	96.006	94.868	96.050
ıge of operating ex- ə to operating income.	67.82	66.67	66.73	65.80	66.81	65.34

ıRY OF RESULTS DEDUCED FROM TABLE III AND TABLE IV, BY GROUPS—PASSENGER SERVICE.

ıry covered.	Revenue per passenger per mile.	Average cost of carrying one passenger one mile.	Difference between revenue and cost per passenger per mile.	Revenue per train mile, passenger trains.	Average cost of running a passenger train one mile.	Difference between revenue and cost per train mile, passenger trains.
	Cents.	*Cents.*	*Cent.*	*Dollars.*	*Dollars.*	*Cents.*
.....	1.890	1.435	.455	1.28.740	.87.651	41.089
I	1.939	1.764	.175	1.02.056	.80.170	21.886
II	2.076	1.923	.153	1.00.218	.76.681	23.537
V	2.406	2.314	.092	.90.349	.71.081	19.268
.....	2.435	2.581	[1] .146	.93.010	.80.066	12.944
I.....	2.206	2.003	.203	1.10.243	.82.468	27.775
II	2.458	2.609	[1] .151	1.12.102	.90.984	21.118
III	2.249	2.499	[1] .250	.97.877	.85.629	12.248
X	2.413	2.463	[1] .050	1.01.218	.84.210	17.008
.....	2.298	2.155	.143	1.48.911	1.16.966	31.945
ıited States..	2.108	1.955	.153	1.06.819	.82.948	23.871

[1] Loss.

SUMMARY OF RESULTS DEDUCED FROM TABLE III AND TABLE IV, BY GROUPS—FREIGHT SERVICE.

Territory.	Revenue per ton of freight per mile.	Average cost of carrying one ton one mile.	Difference between revenue and cost per ton per mile.	Revenue per train mile, freight trains.	Average cost of running a freight train one mile.	Difference between revenue and cost per train mile, freight trains.
	Cents.	*Cent.*	*Cent.*	*Dollars.*	*Dollars.*	*Cents.*
Group I	1.298	.971	.327	1.60.396	1.17.441	42.9[illegible]
Group II	.758	.476	.282	1.80.966	1.13.383	67.[illegible]
Group III	.663	.476	.187	1.47.658	1.05.493	42.1[illegible]
Group IV	.763	.520	.243	1.38.404	.93.988	44.4[illegible]
Group V	.927	.639	.288	1.50.164	1.03.269	46.8[illegible]
Group VI	.962	.604	.358	1.54.456	.96.713	57.7[illegible]
Group VII	1.212	.728	.484	1.85.589	1.11.512	74.07
Group VIII	1.098	.721	.377	1.57.906	1.03.589	54.31
Group IX	1.128	.848	.280	1.57.715	1.18.035	39.6[illegible]
Group X	1.507	.894	.613	2.13.354	1.26.217	87.13
United States	.878	.579	.299	1.62.721	1.06.760	55.9[illegible]

GENERAL BALANCE SHEET.

The General Balance Sheet submitted below is more perfect than any yet published by this office. It covers 161,258.07 miles of line, being less by only 8,521.77 miles than the mileage covered by the other compilations.

Upon no portion of the report has so much time and care been expended as in the effort to secure from the carriers harmonious and accurate statements of assets and liabilities.

The following summary presents the General Balance Sheet for the year ending June 30, 1893, of all roads whose reports in this regard could be satisfactorily adjusted to the rules of compilation adopted:

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1893.

[Showing increase as compared with June 30, 1892. 161,258.07 miles of line represented.]

Item.	Amount.	Increase.
ASSETS.		
Cost of road	$8,415,491,543	$215,398,987
Cost of equipment	522,054,217	32,063,936
Stocks owned	637,107,244	22,832,201
Bonds owned	336,712,255	55,632,332
Cash and current assets	403,979,166	[1] 8,596,219
Materials and supplies	75,755,170	918,508
Sinking fund and sundries	[2] 127,327,910	3,192,864
Miscellaneous	753,836,856	[1] 13,638,259
Total	11,272,264,361	307,804,398
LIABILITIES.		
Capital stock	4,630,457,481	51,886,022
Funded debt	5,266,318,961	170,308,600
Current liabilities	604,248,946	70,379,553
Accrued interest on funded debt not yet payable	26,415,861	[1] 404,436
Miscellaneous	521,601,002	20,877,538
Profit and loss	223,222,110	[1] 5,343,123
Total	11,272,264,361	307,804,398

[1] Decrease. [2] Sinking fund, $83,383,434; sundries, $43,944,476.

RAILWAY ACCIDENTS.

Comparative Summary of Railway Accidents for the Years ending June 30, 1893, 1892, 1891, 1890, 1889, and 1888.
Summary of Railway Accidents—United States.
Summary of Railway Accidents, by Groups.
Summary of Railway Accidents, showing number of Employés and Passengers for one killed, injured, etc.—United States, and by Groups.
Analysis of Railway Accidents, by Groups:

A. Employés;
B. Passengers;
C. Other than Passengers or Employés;
D. Employés engaged in Conducting Transportation;
E. Other than Railway Employés and Passengers, showing the number Trespassing and Not Trespassing.

The statistics of railway accidents in the present report are presented in the same form and in the same way as in the report for the previous year.

In the first summary is found a comparative statement of the numbers killed and injured for the six years 1888 to 1893, inclusive.

COMPARATIVE SUMMARY OF RAILWAY ACCIDENTS FOR THE YEARS ENDING JUNE 30, 1893, 1892, 1891, 1890, 1889, AND 1888.

Year.	Employés.		Passengers.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1893	2,727	31,729	299	3,229	4,320	5,435	7,346	40,393
1892	2,554	28,267	376	3,227	4,217	5,158	7,147	36,652
1891	2,660	26,140	293	2,972	4,076	4,769	7,029	33,881
1890	2,451	22,396	286	2,425	3,598	4,206	6,335	29,027
1889	1,972	20,028	310	2,146	3,541	4,135	5,823	26,309
1888	2,070	20,148	315	2,138	2,897	3,602	5,282	25,888

The number of railway employés killed during the year covered by this report was 2,727, being greater by 173 than those killed during the previous year. The number of employés injured was 31,729, being greater by 3,462 than the number injured the previous year. The increase in the number of employés during the year was 52,187. The number of passengers killed during the year was 299, being less by 77 than the number killed the previous year, and the number injured was 3,229, being 2 in excess of the number injured the previous year. The total number of passengers carried was 593,560,612 in 1893 as against 560,958,211 in 1892, being an increase of 32,602,401. Under the heading "Other Persons" is included a statement of the number of persons killed and injured by railway accidents, who at the time of the casualty were neither employés nor passengers. It includes casualties at stations, highway crossings, *and to trespassers upon tracks.* The total number

of deaths during the year on account of accidents to persons of t class in connection with railways was 4,320, and the total numl injured was 5,435.

In the next summary, which follows, will be found a classification railway accidents resulting in casualties to employés, passengers, a others. Also a statement of the number of each kind of a casual sustained by trainmen, switchmen, flagmen, and watchmen, and oth employés. This statement is made for the United States as a wh and for each of the territorial groups.

SUMMARY OF RAILWAY ACCIDENTS—UNITED STATES.

Kind of accident.	Employés.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employés.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injur
Coupling and uncoupling..	310	8,753	109	2,290	14	284	433	11
Falling from trains and engines.	507	2,984	50	321	87	475	644	3
Overhead obstructions.....	66	396	3	36	4	12	73	
Collisions.....	189	1,260	8	43	50	188	247	1
Derailments	130	704	6	36	17	127	153	
Other train accidents.....	90	515	9	28	26	107	125	
At highway crossings	4	12	13	15	15	16	32	
At stations	84	404	14	45	69	809	117	1
Other causes.....	237	3,849	95	490	571	7,580	903	1
Total	1,567	18,877	307	3,304	853	9,548	2,727	3

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Inju
Collisions.....	68	772	32	38	14	64	46	
Derailments	22	774	25	43	4	42	29	
Other train accidents.....	10	157	84	124	7	19	91	
At highway crossings	2	15	163	179	431	870	594	
At stations	65	568	379	409	75	143	454	
Other causes.....	132	943	2,990	3,216	116	288	3,106	
Total	299	3,229	3,673	4,009	647	1,426	4,320	

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS.

GROUP I.

Kind of accident.	Employés.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employés.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	25	770	.....	73	1	14	26	857
Falling from trains and engines.	82	256	4	12	6	7	92	275
Overhead obstructions	13	78	.....	1	.....	.....	13	79
Collisions.....	12	84	1	1	.....	4	13	89
Derailments.....	1	27	.....	.....	.....	3	1	30
Other train accidents.....	1	23	1	.....	1	5	3	28
At highway crossings	.....	1	.....	.....	.....	.....	.....	1
At stations	3	19	.....	1	8	44	11	64
Other causes.....	20	97	6	9	46	73	72	179
Total	157	1,355	12	97	62	150	231	1,602

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	11	131	3	.....	6	2	9	2
Derailments	2	14	.....	.....	.....	.....	.....	.....
Other train accidents.....	.....	.....	.....	.....	.....	.....	.....	.....
At highway crossings	.....	4	28	42	46	61	74	103
At stations	6	31	30	32	9	10	39	42
Other causes	19	69	256	216	7	8	263	224
Total	38	249	317	290	68	81	385	371

GROUP II.

Kind of accident.	Employés.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employés.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	96	3,438	2	145	4	64	102	3,647
Falling from trains and engines.	140	847	4	24	20	75	164	946
Overhead obstructions.....	28	149	.....	3	1	2	29	154
Collisions.....	68	434	.....	4	12	47	80	485
Derailments	16	121	1	.....	6	19	23	140
Other train accidents.....	31	129	.....	6	7	26	38	161
At highway crossings	2	.....	9	10	5	6	16	16
At stations	3	52	2	4	8	174	13	230
Other causes.....	106	1,336	24	86	213	1,265	345	2,687
Total	492	6,506	42	282	276	1,678	810	8,466

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—Continued.

GROUP II—Continued.

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injure
Collisions	24	295	4	7	1	21	5	
Derailments	1	52	4	4	.....	5	4	
Other train accidents	3	44	10	17	1	3	11	
At highway crossings	1	5	43	36	162	298	205	3
At stations	33	322	24	41	20	48	44	
Other causes	33	221	1,014	948	44	74	1,058	1,0
Total	95	939	1,099	1,053	228	449	1,327	1,5

GROUP III. [1]

Kind of accident.	Employés.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employés.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injure
Coupling and uncoupling	45	1,661	26	540	4	43	75	2,2
Falling from trains and engines.	88	601	6	26	10	114	104	
Overhead obstructions	8	73	1	12	.....	1	9	
Collisions	26	188	1	3	5	21	32	
Derailments	18	118	.....	5	.....	16	18	
Other train accidents	12	39	.....	3	3	2	15	
At highway crossings	1	8	2	2	4	6	7	
At stations	6	108	1	18	7	123	14	
Other causes	36	678	21	107	81	1,599	138	2,
Total	240	3,474	58	716	114	1,925	412	6,

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injure
Collisions	12	96	7	14	2	11	9	
Derailments	2	87	2	6	.....	3	2	
Other train accidents	1	2	.....	5	1	1	1	
At highway crossings	1	.....	28	35	104	249	132	
At stations	5	57	71	138	13	15	84	
Other causes	12	118	511	530	11	49	522	
Total	33	360	619	728	131	328	750	1,

[1] Includes items for Ohio & Miss. Ry. (line west of Vincennes, Ind.) and for Tol., St. L. & Ka Cy. R. R. (line in Illinois) lying in Group VI.

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—Continued.

GROUP IV.

Kind of accident.	Employés.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employés.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	15	565	1	90	.....	20	16	675
Falling from trains and engines.	21	204	1	10	4	24	26	238
Overhead obstructions	1	23	.....	2	.....	.....	1	25
Collisions.....	4	37	.....	.....	1	7	5	44
Derailments	8	32	.....	2	2	15	10	49
Other train accidents.....	14	91	1	3	1	10	16	104
At highway crossings	.....	.....	1	.....	.....	1	1	1
At stations	.....	5	.....	.....	1	26	1	31
Other causes.....	10	216	10	20	26	508	46	744
Total.....	73	1,173	14	127	35	611	122	1,911

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	.....	8	2	4	.....	4	2	8
Derailments	1	8	1	2	1	3	2	5
Other train accidents.....	1	17	18	24	1	4	19	28
At highway crossings	.....	.....	.....	10	2	8	2	18
At stations	3	12	6	13	1	.....	7	18
Other causes.....	12	72	145	200	9	17	154	217
Total	17	117	172	253	14	36	186	289

GROUP V.

Kind of accident.	Employés.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employés.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	25	690	17	482	.....	22	42	1,194
Falling from trains and engines.	37	319	4	44	3	40	44	403
Overhead obstructions	6	26	.....	3	1	3	7	37
Collisions.....	12	180	.....	10	2	30	14	220
Derailments	19	137	.....	9	.....	8	19	154
Other train accidents	10	116	.....	10	1	26	11	152
At highway crossings	.....	1	.....	2	.....	1	.....	4
At stations	2	39	.....	4	2	79	4	122
Other causes	16	356	6	93	36	1,545	58	1,994
Total	127	1,864	27	662	45	1,754	199	4,280

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—Continued.

GROUP V—Continued.

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injur
Collisions	1	18	7	4	2	6	9	
Derailments	1	70	1	2	1	4	2	
Other train accidents	2	10	11	23	2	7	13	
At highway crossings	.....	1	23	23	12	40	35	
At stations	3	15	35	48	9	9	44	
Other causes	9	120	210	359	9	49	219	
Total	16	234	287	459	35	115	322	

GROUP VI.[1]

Kind of accident.	Employés.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employés.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injur
Coupling and uncoupling	66	880	38	442	2	87	106	1,
Falling from trains and engines.	72	377	15	68	21	97	108	
Overhead obstructions	7	17	2	3	.....	3	9	
Collisions	33	163	3	16	24	41	60	
Derailments	21	91	2	11	5	21	28	
Other train accidents	9	33	3	2	5	11	17	
At highway crossings	.....	.....	1	1	4	1	5	
At stations	14	71	8	6	28	121	50	1
Other causes	22	474	16	72	88	1,232	126	1,7
Total	244	2,106	88	621	177	1,564	509	4,2

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injure
Collisions	17	140	2	5	1	9	3	
Derailments	9	221	7	7	1	6	8	
Other train accidents	2	63	35	33	.....	2	35	
At highway crossings	.....	.....	31	23	78	114	109	1
At stations	6	49	141	59	19	35	160	
Other causes	23	159	488	478	17	43	505	5
Total	57	632	704	605	116	209	820	8

[1] Includes items for Wabash R. R. (line east of Danville, Ill.), lying in Group III.

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—Continued.

GROUP VII.

l of accident.	Employés.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employés.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
and uncoupling..	7	99	9	67	3	2	19	168
from trains and s.	7	41	2	11	5	22	14	74
l obstructions.....	.....	3	.....	1	.....	.....	.....	4
s.....	9	17	.....	1	5	7	14	25
nts	4	8	.....	3	1	9	5	20
in accidents.....	.....	4	2	.....	1	4	3	8
ray crossings	.....	.....	.....	.....	1	.....	1	.....
ns	1	20	1	2	6	39	8	61
ses.....	3	50	1	13	17	111	21	174
tal	31	242	15	98	39	194	85	534

d of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
s.....	.....	7	7	2	.....	.....	7	2
nts	1	8	2	1	.....	2	2	3
in accidents	.....	1	.....	.....	.....	.....	.....	.....
way crossings	.....	.....	3	.....	9	9	12	9
ons	1	12	21	19	2	3	23	22
ssings.....	3	10	24	19	2	3	26	22
tal	5	38	57	41	13	17	70	58

GROUP VIII.[1]

nd of accident.	Employés.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employés.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
g and uncoupling..	13	260	9	234	.....	16	22	510
from trains and es.	40	130	7	43	9	41	56	214
d obstructions ...	3	7	.....	2	1	1	4	10
ns.....	12	83	.....	2	1	8	13	93
ents	25	92	3	2	3	13	31	107
ain accidents.....	8	41	1	1	1	6	10	48
way crossings	.....	.....	.....	.....	.....	.....	.....	.....
ons	1	20	.....	4	1	26	2	50
sses	12	230	6	38	32	503	50	771
tal	114	863	26	326	48	614	188	1,803

[1] Same items for Atch., Top. & S. Fé R. R. (line east of Kansas City, Mo.), lying in Group VI.

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—Continued.

GROUP VIII[1]—Continued.

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injur
Collisions	.....	33	.....	1	.....	2	.....	
Derailments	3	180	3	15	.....	.....	3	
Other train accidents	1	12	9	15	1	1	10	
At highway crossing	.....	.....	.....	2	10	33	10	
At stations	4	19	23	15	1	11	24	
Other causes	11	61	126	152	14	22	140	
Total	19	305	161	200	26	69	187	

[1] Includes items for Atch., Top. & S. Fé R. R. (line east of Kansas City, Mo.), lying in Group

GROUP IX.

Kind of accident.	Employés.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employés.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injur
Coupling and uncoupling	15	212	3	135	.....	8	18	
Falling from trains and engines.	14	103	6	35	4	34	24	
Overhead obstructions	.....	12	.....	.....	1	1	1	
Collisions	4	34	2	5	.....	14	6	
Derailments	11	42	.....	3	.....	19	11	
Other train accidents	2	26	1	2	5	12	8	
At highway crossings	.....	1	.....	.....	1	1	1	
At stations	.....	13	.....	2	3	145	3	
Other causes	5	192	1	10	16	523	23	
Total	51	635	13	192	30	757	94	1,

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Collisions	.....	12	.....	1	2	7	2	
Derailments	.....	28	1	3	.....	3	1	
Other train accidents	.....	7	.....	4	1	1	1	
At highway crossings	.....	5	5	8	.....	28	5	
At stations	3	9	10	16	1	7	11	
Other causes	3	43	85	122	1	12	86	
Total	6	104	101	154	5	58	106	

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—Continued.

GROUP X.

Kind of accident.	Employés.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employés.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	2	178	4	82	.....	8	7	268
Falling from trains and engines.	6	106	1	18	5	21	12	145
Overhead obstructions	.....	8	.....	4	.....	1	.....	13
Collisions	9	40	1	1	.....	9	10	50
Derailments	7	36	.....	1	.....	4	7	41
Other train accidents.....	3	13	.....	1	1	5	4	19
At highway crossings	1	1	.....	.....	.....	.....	1	1
At stations	4	57	2	4	5	32	11	93
Other causes	5	220	4	42	16	221	25	483
Total	38	659	12	153	27	301	77	1,113

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	3	32	.....	.....	.....	2	.....	2
Derailments	2	106	4	3	1	16	5	19
Other train accidents.....	.....	1	1	3	.....	.....	1	3
At highway crossings.....	.....	.....	2	.....	8	30	10	30
At stations.....	1	42	18	28	.....	5	18	33
Other causes	7	70	131	192	2	11	133	203
Total.....	13	251	156	226	11	64	167	290

By referring to the above summary it appears that of the total number of deaths to employés on account of railway accidents, 433 were due to coupling and uncoupling cars, 644 to falling from trains and engines, 73 to overhead obstructions, 247 to collisions, 153 to derailments, 125 to accidents to trains other than those specifically mentioned, 32 to accidents occurring at highway crossings, 117 to accidents occurring at stations, and 903 to other causes not susceptible of the above classification. A statement similar to this is found in the first of the above summaries of the number of employés injured during the year covered by the report. This classification of accidents, as also the classification of employés who suffered them, indicates clearly what department of railway administration calls for attention in order to insure greater safety to life and limb of employés.

Of the 299 passengers killed by railway accidents during the year covered by the report, 68 were on account of collisions, 22 on account of derailments, 10 on account of other accidents to trains than those named, 2 at highway crossings, 65 at stations, and 132 from other causes not classified. The total of persons other than employés and passen-

gers killed during the year was 4,320, of which 647 only are repor by the carriers as "Not trespassing." There is in this country official tribunal to decide in case of a casualty whether the carrie the person is responsible, so that no great degree of confidence can put in this statement. This subject of railway accidents is one of s great importance that it is believed that Congress might wisely m a definite appropriation for extending and perfecting this branc the inquiry. In the summary next presented the statistics of accid are assigned in such manner as to show, for each territorial group, number of employés for each employé killed or injured, and the n ber of passengers carried for each passenger killed or injured. T figures, if continued for a sufficient number of years, will enable determination of the law of probabilities for railway casualties whe to employés or passengers.

SUMMARY OF RAILWAY ACCIDENTS, SHOWING NUMBER OF EMPLOYÉS AND SENGERS FOR ONE KILLED, INJURED, ETC.—UNITED STATES, AND BY GROU

Item.	United States.	Group I.	Group II.	Group III.	Grou
All employés:					
Number killed	2,727	231	810	412	
Number of employés for one killed	320	284	277	335	
Number injured	31,729	1,602	8,466	6,145	
Number of employés for one injured	28	41	27	22	
Trainmen:					
Number killed	1,567	157	492	240	
Number of trainmen for one killed	115	97	104	123	
Number injured	18,877	1,355	6,506	3,474	
Number of trainmen for one injured	10	11	8	9	
Passengers:					
Number killed	299	38	25	33	
Number carried for one killed	1,985,153	3,367,732	2,362,473	2,102,626	6
Number carried one mile for one killed	47,588,966	52,135,864	40,857,605	6,698,832	25,5
Number injured	3,229	249	939	360	
Number carried for one injured	183,822	513,951	239,015	192,741	
Number carried one mile for one injured	4,406,659	7,956,477	4,133,624	6,140,597	3,7
Other persons:					
Number trespassing killed	3,673	317	1,099	619	
Number trespassing injured	4,009	290	1,053	728	
Number not trespassing killed	647	68	228	131	
Number not trespassing injured	1,426	81	449	328	

SUMMARY OF RAILWAY ACCIDENTS, ETC., BY GROUPS—Continued.

Item	Group V.	Group VI.	Group VII.	Group VIII.	Group IX.	Group X.
yés:						
er killed	109	509	85	188	94	77
er of employés for one killed	334	335	313	379	380	424
er injured	4,280	4,291	534	1,803	1,584	1,118
er of employés for one injured	16	40	50	40	23	29	
:						
er killed	127	244	31	114	51	38
er of trainmen for one killed	93	137	158	115	110	148
er injured	1,864	2,106	242	863	635	659
er of trainmen for one injured	6	16	20	15	9	9
s:						
er killed	16	57	5	19	6	13
er carried for one killed	1,224,664	1,550,385	1,018,179	869,494	1,126,514	1,834,950
er carried one mile for one d.	47,121,515	43,847,999	78,291,261	4,733,771	56,993,526	64.267,028
er injured	234	632	88	305	104	251
er carried for one injured	83,738	139,829	133,971	54,165	64,991	95,037
er carried one mile for one ed.	3,221,984	3,954,646	10,301,482	2,950,628	3,288,088	3,328,571
ons:						
er trespassing killed	287	704	57	161	101	156
er trespassing injured	459	605	41	200	154	226
er not trespassing killed	35	116	13	26	5	11
er not trespassing injured	115	209	17	69	58	64

ring to the statistics of accidents for the entire country, it appears ring the year covered by the report 1 employé was killed for 20 men employed, and 1 was injured for every 28 men employed. st dangerous service is, of course, that of conducting transpor- and from the above statement it appears that 1 employé was killed the year covered by this report for every 115, and 1 injured for every ngaged in this branch of the railway service. A similar compar- passengers shows 1 passenger to have been killed for every 3 passengers carried, or for every 47,588,966 passenger miles ished. The number of passengers carried for 1 injured was and the number of passenger miles for each passenger injured 96,659.

responding statement will be found in the above summary for the territorial groups, from which it is easy to see in which por- he United States may be found greater safety to employés and ngers. It is the purpose of the following comprehensive sum- present a more detailed analysis of railway accidents than has sented in the preceding statements. They are inserted without t.

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—EMPLOYÉS.

Territory covered.	Total.		Kind of accident.							
			Coupling and uncoupling.		Falling from trains and engines.		Overhead obstructions.		Collisio	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	ju
Group I	231	1,602	26	857	92	275	13	79	13	
Group II	810	8,466	102	3,647	164	946	29	154	80	
Group III [1]	412	6,145	75	2,244	104	771	9	86	32	
Group IV	122	1,911	16	675	26	238	1	25	5	
Group V	199	4,280	42	1,194	44	408	7	37	14	
Group VI [2]	509	4,291	106	1,359	108	542	9	23	60	
Group VII	85	534	19	168	14	74	.....	4	14	
Group VIII [3]	188	1,803	22	510	56	214	4	10	13	
Group IX	94	1,584	18	355	24	172	1	13	6	
Group X	77	1,113	7	268	12	145	.....	13	10	
Total—United States	2,727	31,729	433	11,277	644	3,780	73	444	247	

Territory covered.	Kind of accident.									
	Derailments.		Other train accidents.		At highway crossings.		At stations.		Other ca	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	ju
Group I	1	30	3	28	.....	1	11	64	72	
Group II	23	140	38	161	16	16	13	230	345	
Group III [1]	18	139	15	44	7	16	14	249	138	
Group IV	10	49	16	104	1	1	1	31	46	
Group V	19	154	11	152	.....	4	4	122	58	
Group VI [2]	28	123	17	46	5	2	50	198	126	
Group VII	5	20	3	8	1	.....	8	61	21	
Group VIII [3]	31	107	10	48	.....	.....	2	50	50	
Group IX	11	64	8	40	1	2	8	160	22	
Group X	7	41	4	19	1	1	11	93	25	
Total—United States.	158	867	125	650	32	43	117	1,258	903	

[1] Includes items for Ohio & Miss. Ry. (line west of Vincennes, Ind.) and for Tol., St. L. & K Cy. R. R. (line in Illinois) lying in Group VI.

[2] Includes items for Wabash R. R. (line east of Danville, Ill.) lying in Group III.

[3] Includes items for Atch., Top. & S. Fé R. R. (line east of Kansas City, Mo.) lying in Group

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—PASSENGERS.

ritory covered.	Total.		Kind of accident.											
			Collisions.		Derailments.		Other train accidents.		At highway crossings.		At stations.		Other causes.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
I	38	249	11	131	2	14	....	.....	....	4	6	31	19	69
II	96	989	24	295	1	52	3	44	1	5	33	322	33	221
III [1]	33	360	12	96	2	87	1	2	1	.....	5	57	12	118
IV	17	117	....	8	1	8	1	17	....	.....	3	12	12	72
V	16	234	1	18	1	70	2	10	....	1	3	15	9	120
VI [2]	57	632	17	140	9	221	2	63	....	.....	6	49	23	159
VII	5	38	....	7	1	8	....	1	....	.....	1	12	3	10
VIII [3]	19	305	....	33	3	180	1	12	....	.....	4	19	11	61
IX	6	104	....	12	....	28	....	7	....	5	3	9	3	43
X	13	251	3	32	2	106	....	1	....	.....	1	42	7	70
al—United States.	299	3,229	68	772	22	774	10	157	2	15	65	568	132	943

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—OTHERS.

itory covered.	Total.		Kind of accident.											
			Collisions.		Derailments.		Other train accidents.		At highway crossings.		At stations.		Other causes.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
I	385	371	9	2	....	....	....	.....	74	103	39	42	263	224
II	1,327	1,502	5	28	4	9	11	20	205	334	44	89	1,058	1,022
III [1]	750	1,056	9	25	2	9	1	6	132	284	84	153	522	579
IV	186	289	2	8	2	5	19	28	2	18	7	13	154	217
V	322	574	9	10	2	6	13	30	35	63	44	57	219	408
VI [2]	820	814	3	14	3	13	35	35	109	137	160	94	505	521
VII	70	58	7	2	2	3	....	.....	12	9	23	22	26	22
VIII [3]	187	269	....	3	3	15	10	16	10	35	24	26	140	174
X	106	212	2	3	1	6	1	5	5	36	11	23	86	134
	167	290	....	2	5	19	1	3	10	30	18	33	133	203
—United States.	4,320	5,435	46	102	29	85	91	143	594	1,049	454	552	3,106	3,504

ides items for Ohio & Miss. Ry. (line west of Vincennes, Ind.) and for Tol., St. L. & Kans. (line in Illinois), lying in Group VI.
des items for Wabash R. R. (line east of Danville, Ill.), lying in Group III.
des items for Atch., Top. & S. Fé R. R. (line east of Kansas City, Mo.), lying in Group VI.

CLASSIFICATION OF RAILWAY ACCIDENTS, BY GROUPS—EMPLOYÉS.

Territory covered.	Class.	Total.		Kind of accident.			
				Coupling and uncoupling.		Falling from train and engine	
		Killed.	Injured.	Killed.	Injured.	Killed.	
Group I	Trainmen	157	1,355	25	770	32	1
	Switchmen, flagmen, and watchmen	12	97	.....	73	4	
	Other employés	62	150	1	14	6	
Group II	Trainmen	492	6,506	96	3,438	140	1
	Switchmen, flagmen, and watchmen	42	282	2	145	4	
	Other employés	276	1,678	4	64	20	
Group III [1]	Trainmen	240	3,474	45	1,661	88	1
	Switchmen, flagmen, and watchmen	58	746	26	540	6	
	Other employés	114	1,925	4	43	19	1
Group IV	Trainmen	73	1,173	15	565	21	1
	Switchmen, flagmen, and watchmen	14	127	1	90	1	
	Other employés	35	611	.....	20	4	
Group V	Trainmen	127	1,864	25	690	37	1
	Switchmen, flagmen, and watchmen	27	662	17	483	4	
	Other employés	45	1,754	.....	22	3	
Group VI [2]	Trainmen	244	2,106	66	880	72	1
	Switchmen, flagmen, and watchmen	88	621	38	442	15	
	Other employés	177	1,564	2	37	21	
Group VII	Trainmen	31	242	7	99	7	
	Switchmen, flagmen, and watchmen	15	98	9	67	2	
	Other employés	89	194	3	2	5	
Group VIII [3]	Trainmen	114	863	13	260	40	1
	Switchmen, flagmen, and watchmen	26	326	9	234	7	
	Other employés	48	614	.....	16	9	
Group IX	Trainmen	51	635	15	212	14	1
	Switchmen, flagmen, and watchmen	13	192	3	135	6	
	Other employés	30	757	.....	8	4	
Group X	Trainmen	38	659	3	178	6	1
	Switchmen, flagmen, and watchmen	12	153	4	82	1	
	Other employés	27	301	.....	8	5	
Total—United States.	Trainmen	1,567	18,877	310	8,753	507	2
	Switchmen, flagmen, and watchmen	307	3,304	109	2,290	50	
	Other employés	853	9,548	14	234	87	

[1] Includes items for Ohio & Miss. Ry. (line west of Vincennes, Ind.) and for Tol., St. L. & Kan R. R. (line in Illinois), lying in Group VI.

[2] Includes items for Wabash R. R. (line east of Danville, Ill.) lying in Group III.

[3] Includes items for Atch., Top. & S. Fé R. R. (line east of Kansas City, Mo.), lying in Group

CLASSIFICATION OF RAILWAY ACCIDENTS, BY GROUPS—EMPLOYÉS.

Kind of accident.													
Overhead structions.		Collisions.		Derailment.		Other train accidents.		At highway crossings.		At stations.		Other causes.	
	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
D	78	12	84	1	27	1	23	.....	1	3	19	20	97
...	1	1	1	.....	.....	1	.....	.....	.....	.....	1	6	9
...	.....	.....	4	.....	3	1	5	.....	.....	3	44	46	73
2	149	68	434	16	121	31	129	2	.....	3	52	108	1,336
...	3	.....	4	1	.....	.....	6	9	10	2	4	24	86
1	2	12	47	6	19	7	26	5	6	8	174	213	1,265
1	73	26	188	18	118	12	39	1	8	6	108	36	678
1	12	1	3	.....	5	.....	3	2	2	1	18	21	107
..	1	5	21	.....	16	3	2	4	6	7	123	81	1,599
1	23	4	37	3	32	14	91	.....	.....	.....	5	10	216
.	2	.....	.....	.....	2	1	3	1	.....	.....	.....	10	20
	.....	1	7	2	15	1	10	.....	1	1	26	26	508
	26	12	180	19	137	10	116	.....	1	2	39	16	356
.	3	.....	10	.....	9	.....	10	.....	2	.....	4	6	93
	3	2	30	.....	8	1	26	.....	1	2	79	36	1,545
	17	33	163	21	91	9	33	.....	.....	14	71	22	474
	2	3	16	2	11	3	2	1	1	3	6	16	72
	3	24	41	5	21	5	11	4	1	28	121	88	1,232
	3	9	17	4	8	.....	4	.....	.....	1	20	3	50
	1	.....	1	.....	3	2	.....	.....	.....	1	2	1	13
	.....	5	7	1	9	1	4	1	.....	6	39	17	117
	7	12	83	25	92	8	41	.....	.....	1	20	12	236
	2	.....	2	3	2	1	1	.....	.....	.....	4	6	38
	1	1	8	3	13	1	6	.....	.....	1	26	32	503
	12	4	34	11	42	2	26	.....	1	.....	13	5	192
	.....	2	5	.....	3	1	2	.....	.....	.....	2	1	10
	1	.....	14	.....	19	5	12	1	1	3	145	16	523
	8	9	40	7	36	3	13	1	1	4	57	5	220
	4	1	1	.....	1	.....	1	.....	.....	2	4	4	42
	1	.....	9	.....	4	1	5	.....	.....	5	32	16	221
	396	189	1,260	130	764	90	515	4	12	34	404	237	3,849
	26	8	43	6	36	9	28	13	15	14	45	95	490
	12	50	188	17	127	26	107	15	16	69	809	571	7,580

CLASSIFICATION OF RAILWAY ACCIDENTS, BY GROUPS—OTHERS.

Territory covered.	Class.	Total.		Kind of accident.			
				Collisions.		Derailments.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Group I	Trespassing	317	290	3	.....	.....	.....
	Not trespassing	68	81	6	2	.....	.....
Group II	Trespassing	1,099	1,053	4	7	4	
	Not trespassing	228	449	1	21	.....	
Group III [1]	Trespassing	619	728	7	14	2	
	Not trespassing	131	328	2	11	.....	
Group IV	Trespassing	172	253	2	4	1	
	Not trespassing	14	36	.....	4	1	
Group V	Trespassing	287	459	7	4	1	
	Not trespassing	35	115	2	6	1	
Group VI [2]	Trespassing	704	605	2	5	7	
	Not trespassing	116	209	1	9	1	
Group VII	Trespassing	57	41	7	2	2	
	Not trespassing	13	17	.....	.....	.....	
Group VIII [3]	Trespassing	161	200	.....	1	3	
	Not trespassing	26	69	.....	2	.....	.....
Group IX	Trespassing	101	154	.....	1	1	
	Not trespassing	5	58	2	7	.....	
Group X	Trespassing	156	226	.....	.....	4	
	Not trespassing	11	64	.....	2	1	
Total—United States.	Trespassing	3,673	4,009	32	38	25	
	Not trespassing	647	1,426	14	64	4	

Territory covered.	Class.	Kind of accident.							
		Other train accidents.		At highway crossings.		At stations.		Other causes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Group I	Trespassing	.....	.....	28	42	30	32	256	216
	Not trespassing	.....	.....	46	61	9	10	7	8
Group II	Trespassing	10	17	43	36	24	41	1,014	948
	Not trespassing	1	3	162	298	20	48	44	74
Group III [1]	Trespassing	.....	5	28	35	71	138	511	530
	Not trespassing	1	1	104	249	13	15	11	49
Group IV	Trespassing	18	24	.....	10	6	13	145	200
	Not trespassing	1	4	2	8	1	.....	9	17
Group V	Trespassing	11	23	23	23	35	48	210	359
	Not trespassing	2	7	12	40	9	9	9	49
Group VI [2]	Trespassing	35	33	31	23	141	59	488	478
	Not trespassing	.....	2	78	114	19	35	17	43
Group VII	Trespassing	.....	.....	3	.....	21	19	24	19
	Not trespassing	.....	.....	9	9	2	3	2	3
Group VIII [3]	Trespassing	9	15	.....	2	23	15	126	152
	Not trespassing	1	1	10	33	1	11	14	22
Group IX	Trespassing	.....	4	5	8	10	16	85	122
	Not trespassing	1	1	.....	28	1	7	1	12
Group X	Trespassing	1	3	2	.....	18	28	131	192
	Not trespassing	.....	.....	8	30	.....	5	2	11
Total—United States.	Trespassing	84	124	163	179	379	409	2,990	3,216
	Not trespassing	7	19	431	870	75	143	116	223

[1] Includes items for Ohio & Miss. Ry. (line west of Vincennes, Ind.) and for Tol., St. L. & Kans. Cy. R. R. (line in Illinois) lying in Group VI.

[2] Includes items for Wabash R. R. (line east of Danville, Ill.) lying in Group III.

[3] Includes items for Atch., Top. & S. Fé R. R. (line east of Kansas City, Mo.) lying in Group VI.

CONCLUSION.

he most important event in connection with the administration of Division of Statistics during the year ending June 30, 1894, is the lication upon the authority of the Commission of a revised "Classi- tion of Operating Expenses." This revision was made with the peration of a committee appointed by the executive committee of Association of American Railway Accounting Officers. It was proved by the Railroad Commissioners of the various States in con- tion assembled, and issued upon the authority of the Interstate mmerce Commission. The most important change in this revised sification consists in the abandonment of the assignment of expenses tween passenger traffic and freight traffic, a change which for a long e had been urged by accountants, and which secured the approval the State railroad commissioners at their Fifth Annual Convention, ld in Washington, April, 1893.

The important modifications in the classification of operating expenses as follows: An account entitled "Stationery and Printing" has n inserted in the general accounts, Maintenance of Way and Struc- es, Maintenance of Equipment, and Conducting Transportation, all penditures on account of stationery and printing having been pre- usly included in a single account under General Expenses. Two w accounts, entitled "Superintendence," have been raised, one under intenance of Equipment and one under Conducting Transportation, expense of superintendence in connection with Maintenance of Way d Structures being distributed among the several subaccounts. ve other new accounts have been raised, which will doubtless meet e approval of accounting officers, because they call for separate tements of congruous and significant items of expense. They are: Repairs and Renewals of Work Cars," "Oil, Tallow, and Waste for comotives," "Hire of Equipment," "Clearing Wrecks," and "Rents r Tracks, Yards, and Terminals."

The old accounts entitled "Expense of Fast-Freight Lines," "Expense f Traffic Associations," "Agencies, including Salaries and Rent," have een consolidated and together form a new account, which, under the ame of "Outside Agencies," has been transferred from General Expenses to Conducting Transportation. The accounts entitled "Advertising," "Commissions," and "Rents of Buildings and Other Property" have been transferred from General Expenses to Conduct- ing Transportation.

It may be proper to state that the changes decided upon were very carefully considered. The revision occupied the attention of experts for nearly four years. Every accounting officer of an operating road, as also all State railroad commissioners, have been asked for criticisms and suggestions, and there is hardly an important railway line in the coun- try which has not been represented either directly, or indirectly, on some one of the various committees having this matter in charge. It is need-

less to say that some of the changes finally agreed upon do not r the approval of all the members of all the committees; but the st ment may be made, without fear of contradiction, that this revised sification represents the best thought of the railway commissioners the railway accounting officers of the United States, and that all have interested themselves in its revision stand ready to give it cor support. It is hoped, indeed it is expected, that the publication of classification will be made the occasion of a change in the method accounting by those railways which have not yet adjusted their acco to the general principles of classification to which it conforms. T the railways can do with confidence, since there is no reason to ex another revision of the classification of operating expenses for a siderable number of years.

It is expected that this classification will need some explanation f time to time in order to secure absolute uniformity in railway acco ing so far as operating expenses are concerned, and to this end a st ing committee was raised at the last session of the Association of Ai ican Accounting Officers, "whose duty it shall be to keep in com nication with the Statistician of the Interstate Commerce Commiss so as to take up any minor subjects that may arise upon the adoptio the new classification of operating expenses."

Another event of importance as touching the interest of statist work may be the best shown by reprinting the report of a commi on railway statistics, presented at the Sixth Annual Convention Railroad Commissioners, held in Washington May 8 and 9, 1894. T report is as follows:

REPORT OF THE COMMITTEE ON RAILWAY STATISTICS.

The questions presented to the committee on railway statistics for considera and report pursuant to the resolution adopted by the Fifth Annual Conventio Railway Commissioners are two in number, and as follows: First, is it feasibl secure from railway companies a statement of freight revenue classified accor to the character of the freight carried? Second, is it feasible to secure a classi tion of operating expenses by States? Although these questions are closely nected, your committee ask the privilege of considering them separately.

Classification of freight earnings.—It may be well before coming directly to a sideration of this question to recall the reasons why it was made the subject special investigation and report. It will be remembered that the questions of form reports from the carriers, and of uniform accounting by the carriers, have b granted each year a portion of the time and attention of this convention, an should be the occasion of satisfaction to members to recognize that their efforts h been followed by important results. So far as the form for annual report to State Commissions and the Federal Commission is concerned, practical uniform has been attained. In this, however, there was no great difficulty, since the ma was one which lay entirely within the choice of the members of this convention

In the matter of uniform accounting by carriers, however, which a mome thought shows to be the only sound basis of useful statistics and the only pract means of exercising control over railway affairs through the medium of reports, difficulties are somewhat greater. But in this also some advance has been m and as a result of the work of the committee on uniformity of railway accou

and in conformity to a resolution adopted by this convention at its last session, a revised classification of operating expenses has been issued, which, having been made with the cooperation of a committee of the Association of American Railway Accounting Officers, will, without doubt, be accepted as the basis for remodeling operating expense accounts by the great majority of railways whose books are not at present adjusted to the principles underlying it. The importance of this step can not be overestimated when one considers the intimate relation which uniformity in railway accounts holds to the control of sound principles in railway administration.

In one particular the revised classification of operating expenses institutes a radical change in the scope and method of railway statistics. Your committee here refer to the abandonment of the assignment of operating expenses to passenger and to freight traffic. It is not necessary to review the arguments which led the convention to this conclusion; it is sufficient to say that, according to the testimony of accountants, this could not be done with any degree of accuracy, and according to the opinions expressed by the members of this convention, the average cost of passenger and freight service arrived at were not used to any appreciable extent in the adjustment of railway rates. It therefore appeared wise to abandon this unit which for thirty years has been a familiar unit in railway statistics.

It seemed, however, to be the general impression of the convention that statistics are essential for determining reasonable rates, and that some other and more useful line of statistical investigation should be substituted for that abandoned. This is made clear by the remarks of Mr. Teisberg, of Minnesota, who presented the resolution for the appointment of this committee, and who in moving its adoption said: "Mr. Chairman: The committee on uniformity in railway accounts yesterday reported in favor of abandoning the division of operating expenses between passenger and freight service. We did not at that time recommend anything as a substitute, and one of the objects of this resolution is to devise some means to obtain other statistics that will be more valuable than the statistics we have now concluded to abandon."

That this was the purpose of the convention is further shown by the fact that the wording of the resolution follows quite closely one of the points submitted in a paper presented to the convention upon "The service of a bureau of statistics and accounts in the solution of the railway problem." After referring to the question of rates and submitting a possible theory, which led to the assertion that "a just rate does not mean a rate which a particular shipper can pay for particular goods, but rather a rate which, enforced and maintained, entails upon the community just and commendable results," the following was presented as a practical suggestion: "The next step in the development of statistical work lies clearly before us. It consists in perfecting uniform classification of freight throughout the country and in securing from railways a statement of the amount of freight carried in each class, and of the amount of revenue which each class of freight yields. Such an investigation, if carried on so as to permit territorial localization of freight by classes, would place the Commissioners in a position to judge what industrial, or, indeed, social, results would follow from changing any special schedule on any particular railway." It will, therefore, be clearly appreciated by this convention that the question pertaining to the feasibility of securing freight revenue, classified according to the character of freight carried, is in reality a question which touches the kernel of the transportation problem. Whether we consider the opinions rendered by Commissioners in cases presented to them, or study the questions of rate-making from a theoretical point of view, the necessity of knowing what revenue is secured from specific classes of freight must be recognized as of paramount importance.

Is it feasible to secure from railway companies a statement of freight revenue classified according to the character of freight? There are two theories of classification which present themselves for consideration: Thus (1), freight revenue may

be classified according to the general classification accepted in the publication of rates, or (2) selected commodities may be made the basis of classification. There is little doubt that the former of these methods is the more desirable, but at present in the opinion of your committee, it can not be accepted, inasmuch as up to the present time no universal classification has been established. Independently of State classification, the territory dominated by the trunk lines is covered by one classification, the territory south of the Ohio and east of the Mississippi by another, and the Western territory by yet another. Your committee can not, however, refrain from saying that uniformity in classification is, perhaps, of even more importance from the statistical than from the administrative point of view. Were there uniformity in classification, the problem presented would be much easier of solution and the results attained of greater importance.

It seems, then, if the suggestions of your committee are to lead quickly to practical results, that selected commodities must be accepted as the basis of classification of freight revenue. Upon page 63 of the Form for Annual Report will be found a statement of 33 different commodities classified under 7 general heads, as follows: Products of agriculture, products of animals, products of mines, products of forestry, products of manufacture, products of merchandise, and miscellaneous. Most of the railways in the United States keep a classified statement of freight moved, which enables them to make a report of the amount of freight carried under the various headings referred to; and unless there is some expectation that uniform classification of freight will soon be established, it is but following the line of least resistance to accept commodities as the basis for the segregation of freight earnings. That such a compilation is feasible, from a technical point of view, there can be no doubt; that it is highly desirable seems equally beyond question.

In the following table will be found a classified statement of the amount of freight carried by railways during the year 1890. Your committee desires to ask if the members of this convention would not regard it of highest importance could they know the amount of revenue secured from each class of freight.

Summary Exhibiting the Freight Traffic by Commodities of the Railroads of the United States in the Year ended June 30, 1890.

Commodities.	Total for United States.				
	Freight originating on all roads.	Freight received from connecting roads and other carriers.	Unsegregated tonnage.	Total freight tonnage.	Per cent.
	Tons.	*Tons.*	*Tons.*	*Tons.*	
Total	274,112,866	258,981,868	107,357,814	640,452,548	100
Products of agriculture	28,865,536	41,041,868	16,629,253	86,536,657	13.51
Products of animals	10,497,285	11,680,799	4,249,944	26,428,028	4.13
Products of mines	129,977,648	115,244,678	26,323,374	271,545,700	42.40
Products of forest	32,674,105	21,714,792	9,409,288	63,798,185	9.96
Manufactures	37,093,806	34,929,964	7,927,000	79,950,770	12.48
Merchandise	12,946,615	10,900,392	5,899,806	29,746,813	4.65
Miscellaneous (commodities not mentioned above)	22,057,871	23,469,375	36,919,149	82,446,395	12.87

Assuming the classification of freight revenue to be desirable and feasible, the only remaining question pertains to the expense which a demand for this information would impose upon the carriers. It is very difficult to estimate this expense. The cost of compiling the data on page 63 of the Form for Annual Report, which calls for a commodity statement of freight carried, can not be far from $100,000.

uld, now, the earnings of each of the 38 classes of commodities be added to the ment of classified tonnage, and should the carriers undertake to give this information without a better organization of freight accounts than those which now exist, expense of such a compilation would probably not fall short of $1,000,000. It is with great hesitation that any figures are submitted by your committee, but it is believed that the above estimate is conservative in every regard. This seems to be large sum to pay for a single item of information, but it must be remembered that we are dealing with immense aggregates and that $1,000,000 is less than 0.0014 per cent of the total of operating expenses. If, therefore, the information be desired, there seems to be no reason why it should not be reported. It might be given much more cheaply on a basis of uniform classification of freight, and consequently a demand for it by the members of this convention might hasten the achievement of that most desirable end.

Your committee do not, however, feel that the above statement respecting the probable expense presents the matter in its truest or, indeed, its most important aspect. The information sought must be compiled from the bill of lading or the manifest, and it is in connection with these manifests that a very considerable proportion of the expense of accounting departments is incurred. An adjustment of freight receipts must be made between the several roads rendering a united service in order that each may secure its proper share of earnings, and a study of this general question leads to the conviction that a proper organization of intercorporate accounts would not only permit the information desired by this convention to be compiled at a reduced cost, but would be the occasion of great saving to the roads themselves. This means, of course, the establishment of a clearing house for railway accounts. The economy of such an agency is estimated by competent judges to be not less than 2 per cent of operating expenses, or an annual aggregate of more than $15,000,000. But the saving incident to a clearing house of accounts is the least of the advantages which would follow from its establishment.

The greater uniformity in the handling of freight accounts and the greater trustworthiness of the information which would result from such an institution renders it of especial interest to those whose duty it is to guard the rights of the public in the administration of the transportation business. Your committee, therefore, can not refrain from repeating the suggestion presented above in another connection, that a demand for a classified statement of freight earnings, notwithstanding the expense, which under existing conditions this would impose upon the carriers, is worthy of favorable consideration by this convention, since it would probably serve to hasten a more perfect organization of railway accounts.

In view of the above consideration, your committee begs leave to submit the following resolutions as their conclusion respecting the first of the questions submitted:

Resolved, First, that a classified statement of freight earnings would be of great advantage to the members of this convention in the performance of their respective official duties, and that page 63 of the Form of Annual Report from Carriers be so modified as to call for a statement of freight earnings on a basis of the classification of commodities there shown. This information shall be demanded for the first time in the report of the year ending June 30, 1896.

Second, that it is the sense of this convention that a clearing house of freight and passenger revenue accounts is highly desirable, and that Congress and the legislatures of the several States be urged to give all necessary encouragement to the establishment of such an institution.

The convention, recognizing the far-reaching effect of the resolutions presented, thought it wise to recommit the suggestions in the report to the committee to report at the next convention of railroad commissioners. There can be no doubt that some step in the expansion of railway freight statistics, *similar to that* contemplated by the com-

mittee, is essential for the realization of the idea of public control ove common carriers through the agency of Commissions. The second por tion of this report, which pertains to the classification of operatin expenses by States, is omitted, since it refers primarily to a matter o interest to State railroad commissions.

RECOMMENDATIONS.

Certain recommendations contained in previous reports may be again brought to notice. These are as follows:

First. That the express companies engaged in interstate traffic be required to make report to the Interstate Commerce Commission similar to reports now required of carriers by rail.

Second. That all corporations, companies, or persons owning rolling stock which is used in interstate commerce, as also all corporations, companies, and persons owning depot property, stock yards, elevators, and the like, used by the carriers for interstate traffic, should be required to make appropriate reports to the Interstate Commerce Commission.

Third. That carriers by water, so far at least as their business influences in any important degree the interstate traffic carried on by the railways of the country, shall be required to make appropriate reports to the Interstate Commerce Commission.

In connection with the preparation of this report there were forwarded from the office 3,589 letters and telegrams, the larger part of which were made necessary by inaccuracies and errors in reports filed. There were received 3,558 letters and telegrams. In addition to this correspondence there were forwarded from the office 2,800 circulars, 4,000 annual report forms, 300 copies of the classification of operating expenses, and 1,200 forms in regard to mileage of new roads; 852 copies of a State edition of annual report forms were furnished, together with 62 copies of the classification of operating expenses.

The bulk of the correspondence necessary in connection with this report shows a decrease from that of the report for the year 1892, and in view of the fact that the examination of reports was more critical than in any previous year it is apparent that the reports filed were prepared with greater care.

The details of compilation and the management of the office have been left entirely to Mr. Stephen C. Mason, Assistant Statistician, and it is to his efficient and judicious direction that the success of the work is largely due.

HENRY C. ADAMS.

Statistician to the Interstate Commerce Commission.

MARY OF CHANGES IN MILEAGE FOR STATES SHOWING AN INCREASE IN MILEAGE IN EXCESS OF 100 MILES.

CALIFORNIA.

Name of road.	Increase.	Decrease.	Name of road.	Increase.	Decrease.
Ribon Riv. R. R		1.00	Pajaro Vy. R. R		.30
Green & Mad Riv. R. R	5.25		Pittsburg R. R		.34
Indio & Benton Ry	2.00		San Fran. & N. Pac. Ry	.67	
Ind. & Nev. R. R	.50		San Fran. Belt R. R	.50	
Jasper & Hare Ck. R. R	2.00		Santa Ana & Newpt. Ry		.75
Lakeview Vy. Ry	1.00		Sn. Pac. Co.:		
Livermore Mills Log. R. R	1.00		Sn. Pac. R. R. of Cal	108.76	
Lucerne Riv. Ry		4.00	Yerka R. R	7.50	
Mammoth Ck. R. R	1.50		Net increase	122.95	
National Cy. & Otay Ry	1.66				
Navarro R. R		3.00			

FLORIDA.

Arcadia, Gulf Coast & Lakel. R. R	24.00		Orange Belt Ry	.20	
Fla. Cent. & Penin. R. R		.13	Pensacola, Ala. & Tenn. R. R	15.00	
J. Fla. & Atl. R. R	.33		Pensacola & Andalusia R. R		2.00
Jacksonv., St. Aug. & Ind. Riv. Ry	68.97		Pensacola & Mobile R. R		1.50
Jacksonv., Tampa & Key W. Ry.:			Silv. Spgs., Ocala & Gulf R. R	.84	
Fla. Sn. R. R		3.07	S. Fla. R. R	.01	
St. Johns & L. Eustis Ry		.44	Suwannee Riv. Ry		.30
Jupiter & L. Wor. R. R	1.00		Winston & Bone Vy. Ry	19.00	
Louisv. & Nashv. R. R		.14	Net increase	121.77	

INDIANA.

Bedford Belt Ry	12.00		New Alb. Highl. R. R	1.78	
Chic. & Calumet Term	7.03		Newpt. News & Miss. Vy. Co.:		
Chic. & S. Bend. R. R	3.25		Ches., Ohio & S. Wn. R. R.:		
Clev., Cin., Chic. & St. L. Ry	3.12		Ohio Vy. Ry	.79	
Muncie Belt Ry	1.00		N. Y., Chic. & St. L. R. R		.01
Elgin, Joliet & Ea. Ry	4.61		Pennsylvania Co.:		
Ind. Ua. Ry	2.00		State Line & Ind. Cy. Ry	3.22	
Indpls. & Vinc. R. R	.02		Pittsb., Cin., Chic. & St. L. Ry		.06
Ky. & Ind. Brg. Co.:			Wabash R. R	139.40	
New Alb. Belt & Term. R. R	2.25		Eel Riv. R. R	.01	
Louisv. & Nashv. R. R	.22		La Fayette Un. Belt Ry	6.50	
Louisv., Evansv. & St. L. Consol. R. R	.20		Net increase	187.33	

MICHIGAN.

Cadillac & N. En. R. R		11.00	Mich. Cent. R. R.:		
Chic. & W. Mich. Ry.:			Battle Ck. & Sturgis Ry	7.20	
Chic. & N. Mich. R. R	92.62		Det. & Bay Cy. R. R	.60	
Cin., Jack. & Mack. Ry	.02		Grayl., Twin L. & N. En. R. R.	.13	
Clev., Cin., Chic. & St. L. Ry		1.60	Sag. Bay & N. Wn. R. R		2.08
Duluth, S. Shore & Atl. Ry		.20	Milkw. & Nn. R. R	47.05	
Dead Riv. R. R	5.13		Milw., L. Shore & Wn. Ry	1.88	
Flint & Père Marq. R. R	10.52		Nn. Pac. R. R.:		
Bay Cy. Belt Line R. R	.09		Wis. Cent. Co	2.29	
Frost Shingle Mills Co.'s R. R	2.00		Penin., Deer Park & Sn. R. R	6.00	
Grass L. & Manistee Riv. R. R		12.00	Pennsylvania Co.:		
Hecla & Torch L. R. R		3.00	Gr. Rap. & Ind. R. R	2.75	
Iron Range & Huron Bay R. R	20.00		St. Helen, Hough. L. & Wn. R. R		11.00
L. Shore & Mich. Sn. Ry.:			Tol., Ann Arb. & N. Mich. Ry		2.60
Sturgis, Goshen & St. L. Ry		7.53	Wabash R. R		.30
Lowell & Hastings R. R		7.50	Det. Un. R. R. Depot & Station Co	1.10	
Manistee & Gr. Rap. R. R	4.43				
Manistee & Luther Ry		1.00	Net increase	156.75	
Manistee & N. En. R. R	11.00				
Manistique Ry	1.75				

SUMMARY OF CHANGES IN MILEAGE FOR STATES SHOWING AN INCREASE IN MILEAGE IN EXCESS OF 100 MILES—Continued.

MINNESOTA.

Name of road.	Increase.	Decrease.
Brainerd & Nn. Minn. R. R.	42.00	
Burl., Cedar Rap. & Nn. Ry	12.57	
Cedar Rap., I. Falls & N. Wn. Ry.	3.76	
Chic., Burl. & Nn. R. R. of Wis. & Minn.		.04
Duluth & Iron Range R. R.	28.92	
Duluth & Winnepeg R. R.	3.60	
Duluth Belt Line Ry	1.50	
Duluth, Missabe & Nn. Ry	98.20	
Duluth, Miss. Riv. & Nn. R. R.	15.50	
Duluth, Red Wing & Sn. R. R.	3.37	
Gt. Nn. Ry.:		
Minneap. Un. Ry	.17	
St. P., Minneap. & Manit. Ry	17.72	
Gt. Nn. Ry.—Continued.		
En. Ry. Co. of Minn.:		
Duluth Tr. Ry	9.50	
Minn Belt Line Ry. & Tr. Co	11.07	
Nn. Pac. R. R.	7.43	
Duluth & Manit. R. R.	.13	
Little Falls & Dak. R. R		
St. P. & Nn. Pac. Ry	10.33	
Pt. Arthur, Duluth & Wn. Ry	6.75	
Net increase	272.18	

MISSOURI.

Name of road.	Increase.	Decrease.
Atch., Top. & S. Fé R. R.	1.28	
Chic. & Alt. R. R.:		
Miss. Riv. Brg. Co		.53
Chic., Burl. & Quin. R. R.:		
Kans. Cy., St. Jos. & Coun. Bluffs R. R.	1.02	
Greenfield & Nn. R. R	10.00	
Ham. & Kingst. Ry	.20	
Han. & St. Jos. R. R.:		
Quin. R. R. Brg. Co		.50
Kans. Cy. & Atl. R. R.	.09	
Kans. Cy. & Indpls. Air Line	5.60	
Kans. Cy., Osceola & Sn. Ry	.87	
Kans. Cy., Pittsb. & Gulf R. R	39.48	
Kans. Cy., Ft. Smith & Sn. Ry	3.05	
Kans. Cy. Suburban Belt Ry	7.58	
Mo. Kans. & En. Ry	144.70	
Montg. & Wn. R. R	2.50	
Mo. Sn. R. R	7.00	
Mo. S. En. Ry	4.70	
St. L. & Hann. Ry	3.85	
St. L. & Suburban Ry	16.00	
St. L. Tr. Ry	.35	
Un. Pac. Ry.:		
St. Jos. & Gr. I. R. R.		
Wabash R. R.	1.00	
Bruns. & Chillicothe R. R.		
Williamsv., Greenv. & N. En. Ry		
Net increase	247.83	

MONTANA.

Name of road.	Increase.	Decrease.
Gt. Nn. Ry.:		
St. P., Minneap. and Manit. Ry	383.40	
Mont. Cent. Ry	3.38	
Nn. Pac. R. R.	12.76	
Hel. & Jeff. Co. R. R	1.58	
Hel. & Red Mtn. R. R.	1.08	
Nn. Pac. & Mont. R. R	7.17	
Nn. Pac. R. R. – Continued.		
Rocky Mtn. R. R., of Mont	.28	
Union Pac. Ry.:		
Mont. Un. Ry.:		
Montana Ry	.01	
Net increase	409.66	

NEW YORK.

Name of road.	Increase.	Decrease.
Bradf., Eld. & Cuba R. R		4.31
Bradf., Richb. & Cuba R. R.		3.62
Wellsv., Bol. & Eld. R. R.		20.62
Bklyn., Bath & W. End R. R		6.39
Buff., Roch. & Pittsb. Ry.:		
E. Buff. Term. Ry		.10
Carth. & Adirondack Ry		1.25
Cats. Mtn. Ry	.02	
Cent. N. Y. & Wn. R. R.	55.19	
Cent. Vt. R. R.:		
Malone & St. Law. Ry	12.00	
St. Law. & Adirondack R. R		10.50
Cooperst. & Charl. Vy. R. R.	2.68	
Cooperst. & Susq. Vy. R. R		.07
Danv. & Mt. Mor. R. R		.16
Del. & Hud. Canal Co.:		
Renss. & Sar. R. R.[1]		36.51
Fall Brk. Ry		.64
Fitchburg R. R.:		
Troy & Benningt. R. R.	1.02	
Fulton Chain R. R		8.00
Genesee & Wyo. Vy. Ry	1.77	
Kinderhook & Hud. R. R.	.47	
L. Shore & Mich. Sn. Ry.:		
Silver Ck. & Dunk. Ry	8.71	
Lehigh & Pavillion R. R.	5.00	
Lima & Honeoye Falls R. R.	4.46	
Little Falls & Dolgev. R. R.	10.50	
Long I. R. R.:		
N. Y. & Rkaway. B. Ry	.38	
Middleb. & Schoharie R. R.		
Middlesex Vy. Ry	21.91	
National Docks Ry		1.
N. Y. Cent. & Hud. Riv. R. R.:		
Gouverneur & Oswegatchie R. R.	13.05	
Mohawk & Malone R. R.	36.14	
N. Y., Chic. & St. L. Ry		7.
N. Y., L. Erie & Wn. R. R.		4.
Avon, Geneseo & Mt. Mor. R. R.		2.
Nn. Adirondack R. R.	2.50	
Phila. & Read. R. R.:		
Lehigh Vy. R. R.:		
Lehigh Vy. Ry	145.75	
Sn. Cent. R. R		
Phila., Read. & New Eng. R. R.		5.
Ulster & Del. R. R.:		
Kaaterskill R. R.:		
Cats. & Tannersv. R. R.	1.00	
Unadilla Vy. Ry	5.00	
Net increase	211.98	

[1] In 1892, mileage all reported as in New York; in 1893, New York, 99.51 miles; Vermont, 36.51 mile

r OF CHANGES IN MILEAGE FOR STATES SHOWING AN INCREASE IN MILEAGE IN EXCESS OF 100 MILES—Continued.

OHIO.

me of road.	In-crease.	De-crease.	Name of road.	In-crease.	De-crease.
) R. R.:			N. Y., Chic. & St. L. R. R.	1.61	
Wn. R. R.:			Norf. & Wn. R. R.	7.15	
Clev. & Tol. R. R.[1]	57.30		N. Wn. Monroe R. R.	.50	
f Ohio]	.32		Ohio Sn. R. R.	8.47	
alt Line R. R	5.73		Pennsylvania Co.:		
nd Mack. Ry		2.42	Clev. & Pittsb. R. R.:		
& Sn. R. R.		4.94	Salineville R. R	.07	
& Term. R. R	6.57		Pittsb., Ohio Vy. & Cin. R. R.	15.27	
R. R	5.50		Tol., Walh. Vy. & Ohio R. R.	.02	
Chic. & St. L. Ry		1.00	Pittsb., Cin., Chic. & St. L. Ry.	.06	
nee & Hock. Ry	1.34		Little Miami R. R.:		
t Cin. R. R	23.40		Cols. & Xenia R. R	.26	
R		1.00	Day. & Wn. R. R	.76	
R. R	5.25		Pittsb. & L. Erie R. R.	.88	
Vay. & Wn. R. R	16.35		Pittsb., Shen. & L. Erie R. R	2.00	
ruma. R. R	10.00		Salem R. R		.08
	.75		Tol. & Ohio Cent. Ex. Ry		8.00
: Mill Ck. Vy. Ry	1.00		Van Wert & Paulding R. R.		10.00
: Mich. Ry.	.98		Wabash R. R.	10.30	
unt Brg. Co.		.98	Wheel. Brg. & Term. Co		.53
Mich. Sn. Ry.:			Zanesv. & Ohio Riv. Ry	2.32	
: La Grange R. R.	4.50				
mden Ry	14.00		Net increase	178.71	

road reported 67.25 miles in Penna. and 9.95 miles in Ohio. In 1893 road reported 67.25 io and 9.95 in Penna.

PENNSYLVANIA.

digh R. R	.10		Newpt. & Sherman's Vy. R. R.	3.10	
o R. R.:			N. Y. Cent. & Hud. Riv. R. R.:		
hila. R. R		.70	Beech Ck. R. R	11.47	
e R. R. (of Pa.)	6.98		N. Y., Chic. & St. L. R. R	.81	
R. R	2.50		N. Y., L. Erie & Wn. R. R	2.50	
llwood R. R		.40	Hawley Brh. R. R	15.61	
Cent. R. R.	4.30		Nittany Vy. R. R.	4.75	
d. & Kinzua Ry		1.93	Oregon & Tex. Ry	8.00	
l & Kinzua R. R	.20		Pennsylvania Co.:		
& Eld. R. R		12.16	Cresson & Clearf. Co. & N. Y. S. Route Co.		4.48
. & Cuba R. R.		5.74	Pittsb., Cin., Chic. & St. L. Ry.	1.09	
e & Middlet. R. R	2.50		Pennsylvania R. R		1.67
. & Pittsb. R. R.:			Cambria & Clearf. R. R.	36.58	
Mahoning Ry	25.86		Engleside R. R.	.17	
. & Bradf. R. R.	19.58		Han. & York R. R.	9.80	
Co. of N. J.:			Kensington & Tacony R. R.	1.36	
: Lack. R. R.	.10		McKeespt. & Bessemer R. R.	.05	
lap & Del. R. R		1.13	Pa. Schuyl. Vy. R. R.	9.61	
. & Gettysb. R. R.	3.03		Phila., Germant. & Chest. H. R. R.	1.16	
: Leb. R. R	.77		Pittsb., Va. & Charleston Ry.		.04
nda R. R	5.96		Tyrone & Clearf. Ry	3.36	
& Wn. R. R.		16.73	United N. J. R. R. & Canal Co.:		
y. R. R.		12.25	Phila. & Trenton R. R	.62	
R. R	8.00		Wn. Pa. R. R	.34	
op R. R. & Coal Co.:			Phila., Wilm. & Balt. R. R.	1.06	
p R. R		6.47	S. Chester R. R.	2.72	
R. R	.20		Pa. N. Wn. R. R	2.65	
n. R. R.	.68		Phila. &. Read. R. R.:		
h. Vy. R. R	12.89		Lehigh Valley R. R.	14.33	
y	.64		Loyalsock R. R.	15.69	
a. R. R	21.00		Pa. & N. Y. Canal & R. R. Co.	13.93	
y. R. R	2.50		Wilkesb. & Harvey's L. R. R.	.28	
road Top Mtn. R. R. &	1.30		Mt. Carmel & Natalie R. R.	5.80	
		1.50	Phila. & Frankf. R. R		.03
. Mary's & Shawmut	18.00		Phila. & Read. Term. R. R.	1.32	
: & Kane R. R.	1.00		Phila., Germant. & Norrist. R. R.	.90	
r. R. R		2.73	Pittsb. & L. Erie R. R		.88
illas Vy. R. R.	5.82		Pittsb., McKeespt. & Youghy. R. R.	.68	
ela Riv. & Streets Run	1.40		Youghy. Nn. R. R		.68
: Smethpt. R. R	5.00		Pittsb. & Wn. R. R.:		
Kinzua & Ritersv. R. R.	.50		Pittsb., Clev. & Tol. R. R.[1]		57.30
Hemlock R. R.	11.85				
Gravity R. R.	7.76				

[1] road reported 67.25 miles in Penna. and 9.95 miles in Ohio. In 1893 road reported 67.25 miles d 9.95 miles in Penna.

SUMMARY OF CHANGES IN MILEAGE FOR STATES SHOWING AN INCREASE IN MILEAGE IN EXCESS OF 100 MILES—Continued.

PENNSYLVANIA—Continued.

Name of road.	Increase.	Decrease.	Name of road.	Increase.	Decrease.
Pittsb., Chartiers & Youghy. Ry		.01	War. & Farnsworth R. R		
Pittsb. Jctn. R. R	.32		Wellsv., Coudersprt. & Pine Ck. R. R.:		
Pittsb., Shen. & L. Erie R. R	.16		State Line R. R	1.87	
Meadv., Conneaut L. & Linesv. R. R.	.04		Wilkesb. & En. R. R	40.00	
Shade Ck. R. R	1.00		Youghy. R. R	1.00	
Susquehanna R. R	10.00				
Trout Run R. R		16.00	Net increase	267.00	
Tuscarora Vy. R. R	17.50				

TEXAS.

Austin & N. Wn. R. R	1.20		South Galveston & Gulf Shore R. R.	4.10	
Chic., Rock I. & Tex. Ry	55.60		Sn. Pac. Co.:		
De Kalb & Red. Riv. R. R	9.50		Galv., Harrisb. & San Ant. Ry		6
Denison & Suburban Ry		.10	Tex. & N. O. R. R. of 1874		1
E. Tex. Transp. Co	3.00		Sn. Pac. R. R., of New Mex		
El Paso & Nn. R. R	10.00		Texarkana & Ft. Smith Ry		
Hearne & Brazos Vy. R. R	16.42		Tex. & Sab. & N. Wn. Vy. Ry	2.00	
Houston & Tex. Cent. Ry		49.43	Tex. Cent. Ry		52
Houston Belt & Magnolia Park Ry	6.00		Tex. Mid. R. R	52.05	
Kickapoo & Gulf R. R		2.00	Tex. Trunk R. R	.08	
Mo., Kans. & Tex. Ry		4.68	Top., Okmulgee & Gulf Ry		16
Mo., Kans. & Tex. Ry	117.75		Velasco Term. Ry	.10	
N. Galv., Houston & Kans. Cy	34.70		Waco & N. Wn. R. R	54.00	
Olive & Sternenberg Tim. R. R	5.50				
San Ant. & Aransas Pass R. R	57.30		Net increase	298.97	
Sherman, Shrevept. & Sn. Ry	1.89				

WASHINGTON.

Bellingham Bay & British Col. R. R.	.27		Nn. Pac. R. R.—Continued.		
Bellingham Bay & En. R. R	.88		Nn. Pac. & Puget Sd. Shore R. R.	13.93	
Black L. & Sherman Vy. R. R		3.50	Spokane & Palouse R. R	.74	
Col. & Puget Sd. Ry		.50	Tacoma, Orting & S. En. R. R	2.96	
Everett & Monte Cristo Ry	33.50		United R. Rs. of Wash	60.27	
Gt. Nn. Ry.:			Port Townsend Sn. R. R	.70	
Fairhaven & Sn. R. R		10.30	Puget Sd. & Chehalis Ry		1
St. P., Minneap. & Manit. Ry	352.73		Seattle Term. Ry. Warehouse Co.	.08	
Seattle & Mont. Ry	78.50		Shelton S. Wn. R. R	6.00	
Lowell Logging R. R		5.00	Tacoma, L. Park & Col. Riv. Ry	11.50	
Nn. Pac. R. R	7.40		Un. Pac. Ry.:		
Cent. Wash. R. R	.87		Wash. & Idaho R. R		
Clealum R. R		.02	Wash. Sn. Ry. (of Wash.)		1
Green Riv. & Nn. R. R	7.44		Net increase	556.32	
Nn. Pac. & Cascade R. R	1.81				

WEST VIRGINIA.

Alexander & Rich Mtn. R. R	9.00		Monongahela Riv. R. R		1
Balt. & Ohio R. R.:			Norf. & Wn. R. R	191.52	
Winch. & Pot. R. R	20.00		Ohio Riv. R. R	.46	
Branchv. & Bowman R. R	11.00		Huntington & Big Sandy Ry	10.92	
Cairo & Kanawha Vy. R. R	12.00		Powellton & Pocahontas Ry	6.80	
Charleston, Clendenin & Sutton R. R.	15.50		Tunnelton, Kingw. & Fair. R. R.		
Ches. & Ohio Ry	25.51		W. Va. & Pittsb. Ry	48.75	
Fairmount Belt R. R	.80		W. Va. Cent. & Pittsb. Ry		
Kanawha Ry		15.00	Wn. Md. R. R.:		
Kanawha & Coal Riv. Ry		.50	Pot. Vy. R. R	.70	
Kanawha & Mich. Ry	31.62		Wheel. Brg. & Term. Ry		
Pt. Pleas. Brg. Co		1.02	Winifrede R. R	.18	
Laurel Fork & Sand H. R. R		.50	Net increase	365.01	

MARY OF CHANGES IN MILEAGE FOR STATES SHOWING AN INCREASE IN MILEAGE IN EXCESS OF 100 MILES—Continued.

WISCONSIN.

Name of road.	Increase.	Decrease.	Name of road.	Increase.	Decrease.
...apee & Wn. Ry	14.00	.....	Kickapoo Vy. & Nn. Ry	.....	1.00
...ly Mills R. R.	.....	8.50	L. Sup. Term. & Trans. Ry	13.92	.....
...k. Burl. & Nn. R. R. of Wis.	1.51	.....	Milw. & Nn. R. R	17.00	.....
...l Mun.			Milw. & Sup. R. R	3.50	.....
...k. Pulask. & Eau Claire Riv.	.....	6.00	Milw., L. Shore & Wn. Ry	2.94	.....
...l R.			Minn. & Wis. Ry	26.00	.....
...k. Milw. & St. P. Ry	2.75	.....	Nn. Pac. R. R.:		
...ppewa Riv. & Menomonie R. R.	6.00	.....	Wis. Cent. Co	1.44	.....
...mmond & S. Wn. R. R.	9.25	.....	Wis. Cent. R. R.	.33	.....
...keh & Winnipeg R. R	1.02	.....	Milw. & L. Winn. R. R.	.05	.....
...p. Belt Line & Term. Ry	11.09	.....	Un. Pac. R. R	8.63	.....
...kh. S. Shore & Atl. Ry	40.39	.....	Woodv. & Sn. Ry	.....	12.00
...rch & Eau Claire Riv. R. R.	.....	22.00			
...Mield Coal Co.'s R. R.	.....	2.50	Net increase	107.82	.....

WYOMING.

Name of road.	Increase.	Decrease.
...k. Burl. & Quin. R. R	101.42	.....
...Pac. Ry	.12	.....
...rk. Cut Off Ry	.....	.11
Net increase	101.43	.....

TABLE I.

CLASSIFICATION OF RAILWAYS AND MILEAGE

FOR

THE YEAR ENDING JUNE 30, 1893.

93

EXPLANATORY NOTE.

The tabulation of statistics on the basis of the territorial groupi adopted in 1890 is continued in this report. Totalized figures for c tain roads lying in more than one group, appearing in Table I, a given in "Supplement A," pages 220 and 221.

In Table I all independent operating roads appear in alphabeti order, printed flush, while subsidiary roads, whether making operati or financial reports, are indented, but are also alphabetically arrang It will be noted, however, that such subsidiary roads as operate th own, and possibly other roads, for the leading road of a system, are arranged after a preceding alphabetical arrangement of the subsidia roads which are operated directly by the leading road. See pages 1 to 130, Nos. 481 to 565, both inclusive. A subsidiary road may also ha in a similar relation to itself another road, which will appear indented second place, and if some road be subsidiary to the last-named co pany, this third road will be still further indented. For an illustr tion, see page 124, No. 481, Pennsylvania Railroad Company, whic appears "printed flush" as the principal road in an operating system and under it, as subsidiary, on page 128, No. 522, the United New Jer sey Railroad and Canal Company "indented." No. 523, the Belvider Delaware Railroad Company, subsidiary to the last-named company, is "indented to second place," and this road in turn has subsidiary to it Nos. 524, 525, and 526, the Enterprise Railroad Company, the Martin Creek Railroad Company of New Jersey, and the Martins Creek Rail road Company of Pennsylvania, which are "still further indented." The object of this arrangement is to show the proper relation of any road to the immediate road or roads preceding, and this plan has been followed throughout all tables of this report. In subsequent tables all roads, although appearing with abbreviated names, have the same numbers as in Table I. In the case of roads in "Supplement B," pages 222 to 229, inclusive, there is an exception to this statement. The numbers of roads there given are those of the same roads as used in the Fifth Annual Report. Some of these roads appear in Table II, and following tables, with the same "No." printed in bold-faced type, for the purpose of showing their statistics up to the date of a corporate change within the present year.

examination of the summaries appearing on pages 10 to 19 inclu- may be of interest in connection with this table. On pages 10 11 will be found a "Summary of Railway Mileage in the United s by States and Territories," with columns showing "Official" and fficial" mileage. The "Total" of these two columns is the same as f column 2 of Table I. On page 12 will be found a "Summary of Rail- Mileage, by Groups," covering "Line Owned" for the years 1890 to inclusive. Page 13 shows a "Summary of Railway Mileage," all s, and page 15, a "Classification of Mileage according to Organ- n for Operation," both presenting comparative data for the years 1891, and 1890. On pages 16 and 17 will be found a "Classifica- of Roads according to Organization for Operation," giving a sis of the corporate condition and contract relations of railways, e United States and by groups, on the basis of the "Remarks" n in Table I, the totalized data being presented in comparison similar facts for 1892, 1891, and 1890. Page 18 contains a "Sum- of Changes in List of Railways," obtained from "Supplement B," 222 to 229, inclusive, with comparative data for 1892, and page Classification of Railways on the Basis of Operated Mileage" for rs 1893 and 1892.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERAT Length.	In as by pr Ju
		Miles.	*Miles.*	*Miles.*	
	Total—Railways in the United States	176,461.07	4,897.55		
	Group I	7,062.22	57.27		
	Group II	19,964.81	625.35		
	Group III	22,364.19	93.17		
	Group IV	10,877.44	541.89		
	Group V	20,190.59	351.78		
	Group VI	39,656.87	1,136.50		
	Group VII	10,493.09	967.82		
	Group VIII	21,387.29	330.34		
	Group IX	10,779.37	336.33		
	Group X	13,685.20	457.10		
	GROUP I.				
	Total—Group I	7,062.22	57.27		
1	Bangor and Aroostook Railroad Company			95.40	
2	Bangor and Piscataquis Railroad Company	76.50			
3	Bangor and Katahdin Iron Works Railway Company.	18.90			
4	Barre Railroad Company	9.26		9.26	
5	Bartlett and Albany Railroad Company	[1] 11.50		[1] 11.50	
6	Bennington and Glastenbury Railroad and Manufacturing Company.	[1] 9.00	.75	[1] 9.00	
7	Bennington and Rutland Railway Company	58.91		58.91	
8	Boston and Albany Railroad Company	[2] 305.60		[2] 388.73	
9	North Brookfield Railroad Company	4.00			
10	Pittsfield and North Adams Railroad Company	18.55			
11	Providence, Webster and Springfield Railroad Company.	11.23			
12	Ware River Railroad Company	49.35			
13	Boston and Maine Railroad Company	365.55	5.48	1,293.39	
14	Boston and Lowell Railroad Company	98.09			
15	Central Massachusetts Railroad Company	98.77			
16	Connecticut and Passumpsic Rivers Railroad Company.	110.30			
17	Nashua and Lowell Railroad Company	14.50			
18	Peterborough Railroad Company	10.50			
19	Northern Railroad Company of New Hampshire.	82.91			
20	Concord and Claremont Railroad Company	70.90			
21	Peterborough and Hillsborough Railroad Company.	18.51			
22	Stony Brook Railroad Company	13.16			

[1] Unofficial figures.

[2] Includes 56.63 miles lying in Group II.

YEAR ENDING JUNE 30, 1893.

Remarks.	No.
ıg road, independent	1
ıry road, fixed money rental. Leased Apr. 1, 1892, for 999 years; rental interest on and bonds, and $100 for organization purposes.	2
ıry road, fixed money rental. Leased July 1, 1887, for 999 years; annual rental, $6,000, st on bonds and $4,000 besides. Lease assumed by the Bang. & Aroostook R. R., and in on $100 per annum to be paid for organization purposes.	3
ag road, independent	4
logging road	5
road. Feeder to Benningt. & Rutl. Ry., at Bennington, Vt	6
ng road, independent	7
	8
ary road, fixed money rental. Leased Jan. 1, 1886, for 50 years; rental, $3,000 per m.	9
ary road, fixed money rental. Leased Nov. 26, 1876, for 99 years, for 5 per cent on its al stock.	10
ary road, contingent money rental. Leased Jan. 19, 1884, for 5 years; rental, 25 per of net earnings. Lease twice renewed for periods of 3 years.	11
ary road, fixed money rental. Leased Jan. 13, 1874, for 999 years, for 7 per cent on its al stock.	12
ng road, independent. "Line operated" includes 36.75 miles not in the United States ..	13
ary road, fixed money rental. Leased to Boston & Me. R. R., Apr. 1, 1887, for 99 years; l, 7 per cent on its capital stock for 10 years and 8 per cent thereafter.	14
ary road, contingent money rental. Leased to Boston & Lowell R. R., Oct. 1, 1886, for urs; rental, 20 per cent of gross earnings up to $1,000,000 and 25 per cent of any excess that amount, deducting from said 20 per cent 5 per cent on $2,000,000 of bonds; lessee to 1,500 for organization expenses.	15
ary road, fixed money rental. Leased Jan. 1, 1887, for 99 years, at 5 per cent for 10 years per cent thereafter on capital stock, interest on bonds, and $3,000 for organization ses, annually; lease assumed by Boston & Me. R. R.	16
ary road, contingent money rental. Leased Nov. 10, 1880, for 99 years, for $60,000, $4,000 ional in case gross receipts equal or exceed those of 1880, and $1,000 for organization, an- y: lease assumed July 12, 1887, by Boston & Me. R. R., which grants in addition to sums d in lease 1 per cent annually on capital stock.	17
ary road, fixed money rental. Leased Apr. 1, 1873, for 20 years, at 6 per cent on cost of and taxes and $150 for organization per annum. Boston & Lowell R. R. obtained con- of the lease Oct. 1, 1880, and operated the road until 1888, when Boston & Me. R. R. as- d the lease.	18
ary road, fixed money rental. Leased to Boston & Lowell R. R. Jan. 1, 1890, for 99 years; l, 5 per cent on the Northern R. R. capital stock for the first 7½ years and 6 per cent on ame thereafter. Also principal and interest on $500,000 first-mortgage bonds of the & Claremont R. R. and $100,000 first-mortgage bonds of the Peterb. & Hillsb. R. R. assigned to the Boston & Me. R. R.	19
ary road	20
	21
ary road, fixed money rental. Leased to Boston & Lowell R. R., Jan. 1, 1890, for 99 ; rental, 7 per cent on capital stock, taxes, and $500 for organization expenses per annum; assumed by Boston & Me. R. R.	22

GROUP I. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1	2	3	4	
	Name of road.	LINE OWNED.		LINE OPERA	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	L as b p J
		Miles.	*Miles.*	*Miles.*	
	Boston and Maine Railroad Company—Contd.				
	Boston and Lowell Railroad Company—Contd.				
23	Wilton Railroad Company	15.50			
24	Connecticut River Railroad Company	79.85			
25	Vermont Valley Railroad Company of 1871	24.00		24.00	
26	Sullivan County Railroad Company	26.00		26.00	
27	Danvers Railroad Company	9.26			
28	Eastern Railroad in New Hampshire	16.08			
29	Portsmouth and Dover Railroad Company	10.88			
30	Kennebunk and Kennebunkport Railroad Company.	4.50			
31	Lowell and Andover Railroad Company	8.73			
32	Manchester and Keene Railroad Company	29.59			
33	Manchester and Lawrence Railroad Company	22.39			
34	Newburyport Railroad Company	26.98			
35	Portland, Saco and Portsmouth Railroad Company.	50.76			
36	West Amesbury Branch Railroad Company	4.45			
37	Worcester, Nashua and Rochester Railroad Company.	94.48			
38	Saint Johnsbury and Lake Champlain Railroad Company.	131.50		131.50	
39	York Harbor and Beach Railroad Company	11.27		11.27	
40	Boston, Revere Beach and Lynn Railroad Company.	16.10		13.50	
41	Bridgton and Saco River Railroad Company	16.00		16.00	
42	Bristol Railroad Company	6.25	[1] .01	6.25	
43	Canadian Pacific Railway Company. [2] [Line in Maine.]			176.70	
44	Atlantic and Northwest Railway Company	144.50			
45	New Brunswick Railway Company: [3]				
46	Aroostook River Railroad Company	29.20	.18		
47	New Brunswick and Canada Railway Company.	3.00			
48	Southeastern Railway Company			222.50	
49	Newport and Richford Railroad Company	22.00			

[1] Decrease.
[2] See page 220, No. 43, for totals covering entire road.
[3] Report not filed; inserted to show relation of two roads following.

E YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
diary road, fixed money rental. Leased to Boston & Lowell R. R. for 99 years from Oct., ; rental, $16, 800, all public taxes, and $150 for organization, annually; July 12, 1874, lease gned to Boston & Me. R. R. without consent of lessor; Dec. 19, 1890, lessor assented to gnment of lease at a semi-annual rental of $10,200.	23
diary road, fixed money rental. Leased Jan. 1, 1893, for 99 years; rental, $129,000 semi-ually; also, lessee shall pay interest upon any indebtedness renewed or extended during term of this lease.	24
ting road, subsidiary, contingent money rental. Controlled in the interest of Conn. Riv. L, which charges the Vt. Vy. R. R. of 1871 with operating expenses, and credits it with s receipts and earnings of every kind. Operated by the Boston & Me. R. R., as agent, er its lease of the Conn. Riv. R. R.	25
ting road, subsidiary, other relation. Entire capital stock owned by Vt. Vy. R. R. of L. Net earnings, less taxes, paid lessor. Operated by the Boston & Me. R. R., as agents, er their lease of the Conn. Riv. R. R.	26
diary road, fixed money rental. Leased May 30, 1853, for 100 years, at $7,500 per annum...	27
diary road, fixed money rental. Leased Oct. 1, 1878, for 60 years and 2 months, to En. R. f Mass., for $22,500 per annum.	28
idiary road, fixed money rental. Leased June 1, 1872, for 50 years from Feb., 1874, to En. R. in N. H., at a rental of $46,140 per annum, guaranteed by En. R. R. of Mass. Included ease of En. R. R. in N. H. to Boston & Me. R. R.	29
idiary road, fixed money rental. Leased May 15, 1883, for 99 years, for 4½ per cent divi-d per annum.	30
idiary road, fixed money rental. Leased Dec. 1, 1874, for 99 years, at $52,500 per annum, see to pay all public taxes.	31
idiary road, other relation. Sold under foreclosure; bonds purchased by Boston & Lowell l Conc. & Montreal R. Rs. Operated by Boston & Me. R. R. for account of these com-nies, each being credited with one-half of all earnings and charged with one-half of all enses.	32
idiary road, fixed money rental. Leased Sept. 1, 1887, for 50 years, for 10 per cent per an-n on capital stock and $2,000 per annum for organization.	33
idiary road, fixed money rental. Leased Feb. 21, 1860, for 100 years, for $225,000 cash	34
idiary road, fixed money rental. Contract dated May 4, 1871, to continue in force until h time as En. R. R. of Mass., by default, shall cease to pay regular semi-annual dividend per cent; contract assigned to Boston & Me. R. R. on purchase of En. R. R. of Mass., e 20, 1889.	35
idiary road, fixed money rental. Leased May 2, 1871, for 99 years; lease went into effect 1, 1873, for a rental of $5,700 annually.	36
idiary road, fixed money rental. Leased Jan. 1, 1896, for 50 years, for $250,000 per annum, all taxes.	37
ting road, subsidiary, other relation. Controlled through ownership of majority of capi-stock and bonds.	38
ting road, subsidiary, other relation. Controlled through ownership of majority of capi-stock.	39
ting road, independent. Of "line owned," 2.60 miles leased to the Boston & Me. R. R..	40
ting road, independent	41
lo.....	42
lo.....	43
diary road, other relation. Controlled through ownership of capital stock	44
diary road. No "line owned" in United States; "line operated" included in Canadian . Ry. Leased Sept. 1, 1890, for 990 years.	45
diary road, fixed money rental. Leased to the New Brunswick Ry. Jan. 12, 1878, for 999 rs, at $1 per annum. Leased assigned to Canadian Pac. Ry. Sept. 1, 1890, for 990 years.	46
diary road, fixed money rental. Leased July 1, 1882, for 999 years; annual rental, 3 per t on capital stock, interest on bonds; rental of Vanceboro Brh., $1,469, a further sum of 000, and $100 for organization expenses. Lease assigned to Canadian Pac. Ry. Sept. 1,).	47
ting road, subsidiary. No "line owned" in United States. Of "line operated," 201.50 es in Canada.	48
diary road, fixed money rental. Leased June 8, 1881, for 99 years, at $18,000 per annum..	49

GROUP I. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1	2	3	4	
	Name of road.	LINE OWNED.		LINE OPERA	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	L a b J
		Miles.	*Miles.*	*Miles.*	
50	Central Vermont Railroad Company			[1] 675.60	
51	Burlington and Lamoille Valley Railroad Company.	26.00			
52	Consolidated Railroad Company of Vermont	178.80			
53	Missisquoi Valley Railroad Company	28.00			
54	Montpelier and White River Railroad Company.	13.50			
55	New London Northern Railroad Company	121.00			
56	Brattleboro and Whitehall Railroad Company.	36.00			
57	Rutland Railroad Company	119.70			
58	Addison County Railroad Company	15.60			
59	Clarendon and Pittsford Railroad Company	10.00		11.78	
60	Pittsford and Rutland Railroad Company	1.78			
61	Concord and Montreal Railroad Company	203.80		414.76	
62	Concord and Portsmouth Railroad Company	47.50			
63	Kilkenny Lumber Company's Railroad	14.43			
64	Lake Shore Railroad Company	16.89			
65	Manchester and North Weare Railroad Company.	19.00			
66	Henniker Branch Railroad Company	[2] 4.50	4.50		
67	Nashua, Acton and Boston Railroad Company	20.00			
68	New Boston Railroad Company	6.00	.50		
69	Pemigewasset Valley Railroad Company	20.57	.17		
70	Suncook Valley Railroad Company	17.37			
71	Suncook Valley Extension Railroad Company	4.45			
72	Tilton and Belmont Railroad Company	4.16			
73	Whitefield and Jefferson Railroad Company	13.00			
74	Whitefield and Jefferson Extension Railroad Company.	[3] 17.21	17.21		
75	Franklin and Tilton Railroad Company	[3] 4.70		4.70	
76	Profile and Franconia Notch Railroad Company.	13.00	[2] .50	13.00	
278	Delaware and Hudson Canal Company: [4]				
284	Rensselaer and Saratoga Railroad Company: [5]				
77	Rutland and Whitehall Railroad Company	6.83			
78	Fitchburg Railroad Company	[6] 372.48		[7] 450.32	
79	Brookline Railroad Company	3.58	[2] .42		
80	Brookline and Pepperell Railroad Company	10.42	[2] .58		
81	Troy and Bennington Railroad Company	[3] 6.06	1.02		
82	Vermont and Massachusetts Railroad Company.	58.80			
83	Franklin and Megantic Railroad Company	[3] 16.70		[3] 16.70	
84	Grafton and Upton Railroad Company	[3] 16.50		[3] 16.50	

[1] Includes 137 miles lying in Group II; see page 112, Nos. 257, 258, and 259.
[2] Decrease.
[3] Unofficial figures.
[4] Inserted to show relation of two roa ing.
[5] Inserted to show relation of road following.
[6] Includes 114.99 miles lying in Group I
[7] Includes 120.03 miles lying in Group II.
[8] Lies in Group II.

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
road, independent.	50
y road, fixed money rental. Leased May 1, 1889, for 95 years; rental, $20,200 per an-	51
y road, contingent money rental. Leased June 30, 1883, for 30 years; rental, interest s, and dividends on capital stock if earned.	52
y road, fixed money rental. Leased June 30, 1888, for 95 years, for $20,000, and $200 nization expenses annually.	53
y road, other relation. Operated through ownership of capital stock.	54
y road, fixed money rental. Leased Dec. 1, 1891, for 99 years, at $216,000 per annum.	55
y road, fixed money rental. Leased May 10, 1880, for 99 years, for one-half net earn- er paying 6 per cent upon its debt, and $400 for organization expenses annually.	56
y road	57
	58
road, independent. Operated mainly for transportation of marble between quarries s on its line; feeder to Del. & Hud. Canal Co,. at Center Rutland, Vt., and Cent. Vt. Proctor, Vt.	59
y road, other relation. Leased July 2, 1890, for 15 years; no rental received; lessee axes and other expenses and keep the road in thorough repair.	60
g road, independent.	61
y road, fixed money rental. Contract dated May 26, 1862, for 99 years, from Jan. 1, ental, 7 per cent on capital stock and $500 for organization annually.	62
y road, used for transporting logs to main line.	63
y road, other relation. Controlled through ownership of entire capital stock.	64
y road, other relation. Controlled through ownership of capital stock.	65
y road.	66
y road, fixed money rental. Leased Jan. 1, 1876, for 10 years; rental, $11,000 per , and taxes.	67
y road.	68
y road, fixed money rental. Leased to Boston, Conc. and Montreal R. R., Mar. 31, r 99 years; rental, 6 per cent per annum on cost of road and equipment, payable semi- lly, and in addition $300 annually, and all taxes. Lease assumed by Conc. & Montreal	69
y road, fixed money rental. Leased Mar. 1, 1870, for 42 years, to Manch. and Law. ncord R. Rs. at an annual rental of $14,400, and $300 for organization.	70
y road, other relation. Controlled through ownership of capital stock	71
y road, other relation. Controlled through ownership of entire capital stock	72
y road, other relation. Controlled through ownership of capital stock	73
	74
g road, subsidiary, other relation. Controlled through ownership of capital stock	75
	76
	278
	284
y road, fixed money rental. Leased Feb. 1, 1870, in perpetuity; rental, $15,340, and r organization expenses, annually; included in lease to Del. and Hud. Canal Co.	77
g road, independent.	78
y road, fixed money rental. Leased Sept. 7, 1892; rental, interest on bonds	79
	80
y road, fixed money rental. Leased in 1872, in perpetuity, to Troy and Boston R. R. at al rental of $15,400, and all taxes and insurance; in May, 1887, Fitchburg R. R. pur- hat road, including the lease of Troy and Benningt. R. R.	81
r road, fixed money rental. Leased Jan. 1, 1874, for 999 years; rental, 6 per cent on nterest on bonds, taxes, and $3,000 for organization expenses annually.	82
road, independent.	83
	84

GROUP I. TABLE 1.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	I as by p Ju
		Miles.	*Miles.*	*Miles.*	
85	Grand Trunk Railway Company: [1]				
86	Atlantic and Saint Lawrence Railroad Company.	165.22	.....	166.58	...
87	Norway Branch Railroad Company	1.36	.....	.....	...
88	Lewiston and Auburn Railway Company	5.41	.....	5.41	...
89	Green Mountain Railroad Company	[2] 1.14	[3] .05	.....	...
90	Hoosac Tunnel and Wilmington Railroad Company.	24.50	.....	24.50	...
91	Kennebec Central Railroad Company	5.00	.....	5.00	...
92	Lime Rock Railroad Company	10.62	[3] .14	11.89	
93	Maine Central Railroad Company	314.23	.....	813.76	...
94	Androscoggin Railroad Company	31.00	.....	.....	...
95	Belfast and Moosehead Lake Railroad Company.	33.13	.....	.....	...
96	Dexter and Newport Railroad Company	14.23	.....	.....	...
97	Dexter and Piscataquis Railroad Company	16.54	.....	.....	...
98	Eastern Maine Railway Company	18.80	.....	.....	...
99	European and North American Railway Company.	120.34	.....	.....	...
100	Knox and Lincoln Railway Company	48.39	.....	.....	...
101	Portland and Ogdensburg Railway Company	109.10	.....	.....	...
102	Upper Coos Railroad Company	55.00	.....	.....	...
103	Martha's Vineyard Railroad Company [4]	8.78	.08	8.78	
104	Monson Railroad Company	8.16	.....	8.16	...
105	Montpelier and Wells River Railroad Company [5]	38.20	.....	42.00	...
106	Barre Branch Railroad Company	3.80	.....	.....	...
107	Moshassuck Valley Railroad Company	2.00	.....	2.00	...
108	Mount Washington Railroad Company	[2] 3.33	.....	[2] 3.33	...
109	Nantucket Railroad Company	11.16	.....	11.16	...
110	Narragansett Pier Railroad Company	8.50	.....	8.50	...
111	Newport and Wickford Railroad Company	[2] 3.40	.....	[2] 3.40	...
112	New York and New England Railroad Company	[6] 360.56	.....	[6] 545.19	
113	Meriden, Waterbury and Connecticut River Railroad Company.	30.34	.....	.....	
114	Milford and Woonsocket Railroad Company	15.33	.....	.....	...
115	Milford, Franklin and Providence Railroad Company.	4.76	.....	.....	...
116	Norwich and Worcester Railroad Company	66.16	.....	.....	...
117	Providence and Springfield Railroad Company.	28.18	6.84	.....	...
118	Rhode Island and Massachusetts Railroad Company in Massachusetts.	6.52	.....	.....	...

[1] Report not filed; inserted to show relation of three roads following.
[2] Unofficial figures.
[3] Decrease.
[4] "Operated only from about the middle to the 1st of October of each year."
[5] Report for year ending March 31, 1893.
[6] Includes 30.47 miles lying in Group II.

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
	85
; road, subsidiary, fixed money rental. Leased Aug. 5, 1853, for 999 years; annual per cent on capital stock and bonds.	86
y road, fixed money rental. Leased May 1, 1890, for 99 years, at nominal rental of nnum.	87
; road, subsidiary, fixed money rental. Leased Mar. 25, 1874, for 99 years; rental, per annum.	88
ast road. "Line owned" not in operation	89
; road, independent	90
	91
oad. Used for transportation of lime rock. Feeder to Knox & Linc. Ry. at Rock-le.	92
g road, independent. "Line operated" includes 53.00 miles not in United States	93
y road, other relation. Leased June 29, 1871, for 999 years. Lessee assumed the pay-$425,000 city of Bath bonds, in aid of the lessor; gave $110,000 in stock scrip redeem-Me. Cent. stock, also $200,000 in Me. Cent. stock and promissory notes for $33,333.33.	94
ry road, fixed money rental. Leased May 10, 1871, for 50 years, at an annual rental 00.	95
ry road, fixed money rental. Leased Dec. 13, 1888, for 999 years, at an annual rental 0 until Nov. 24, 1898, and $16,600 per annum thereafter, and $250 per annum for organi-expenses. Lessee also guarantees the principal and interest of bonds of lessor.	96
ry road, fixed money rental. Leased Dec. 13, 1888, for 999 years; rental, $13,100, and r annum for organization expenses,	97
ry road, fixed money rental. Leased May 1, 1883, for 999 years; annual rental, $9,000, s, and $500 for organization expenses.	98
ry road, fixed money rental. Leased Apr. 1, 1882, for 999 years; annual rental, $125,000, s, and $500 for expenses of organization; lessee also assumes city of Bangor bonds, ting to $1,000,000, issued to aid construction of road of lessor.	99
ry road, fixed money rental. Leased Aug. 1, 1891, for 999 years, lessee to pay all taxes, t, and indebtedness of lessor, a dividend of 5 per cent to the stockholders, and $200 anization expenses.	100
ry road, fixed money rental. Leased Aug. 20, 1888, for 999 years, lessee to pay all interest, and indebtedness of lessor, and a dividend of 1 per cent per annum for three and 2 per cent thereafter.	101
ry road, fixed money rental. Leased May 1, 1890, for 999 years; rental, 4 per cent on , 6 per cent on capital stock, and $500 for charter obligations.	102
g road, independent. Owned by Joseph M. Wardwell	103
g road, independent	104
	105
ry road, fixed money rental. Leased June 1, 1889, for 99 years; rental, 6 per cent on l stock.	106
g road, independent	107
	108
g road, independent. Operated during summer months only	109
g road, independent	110
	111
	112
ry road, fixed money rental. Leased Sept. 1, 1892, for 99 years; rental, $22,500 per a.	113
ry road, contingent money rental. Leased Sept. 30, 1887, for 99 years; annual rental, cent of gross receipts of this road and the Milf., Frank. & Prov. R. R.	114
ry road, contingent money rental. Leased Sept. 30, 1887, for 99 years, for 25 per cent ss earnings.	115
ry road, fixed money rental. Leased Feb. 9, 1869, for 99 years; annual rental, interest ds, and 8 per cent on preferred stock.	116
ry road, fixed money rental. Leased Oct. 1, 1890, for 99 years; rental, guarantee of pal and interest on bonds.	117
ry road, fixed money rental. Leased Nov. 21, 1887, for 99 years; annual rental, $10,000 taxes, assessments, etc.	118

GROUP I. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1	2	3	4	
	Name of road.	LINE OWNED.		LINE OPERA	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	In as b p J
		Miles.	*Miles.*	*Miles.*	
	New York and New England Railroad Company—Continued.				
119	Rhode Island and Massachusetts Railroad Company in Rhode Island. [1]	7.07	[2].01	.....	...
120	Rockville Railroad Company [3]	4.43	.....	.....	...
121	Woonsocket and Pascoag Railroad Company	9.50	.....	.....	...
122	New York, New Haven and Hartford Railroad Company.	[4] 282.35	133.21	[5] 848.03	
123	Boston and New York Air Line Railroad Company.	51.50	.....	.....	...
124	Colchester Railroad Company	3.59	.....	.....	...
125	Harlem River and Port Chester Railroad Company.	[6] 11.50	.....	.....	..
126	Housatonic Railroad Company	90.12	.18	.....	..
127	Berkshire Railroad Company	20.53	[2].50	.....	..
128	Danbury and Norwalk Railroad Company	36.20	.....	.....	..
129	New Haven and Derby Railroad Company	16.69	.....	.....	..
130	Stockbridge and Pittsfield Railroad Company.	22.02	[2].91	.....	..
131	Naugatuck Railroad Company	60.99	4.44	.....	..
132	New Haven and Northampton Company	126.31	.....	.....	..
133	Holyoke and Westfield Railroad Company	10.32	.....	.....	..
134	Pawtuxet Valley Railroad Company	5.67	.....	.....	..
135	Providence and Worcester Railroad Company	50.41	.....	.....	..
136	Shore Line Railway Company	48.53	.....	.....	..
137	West Stockbridge Railroad Company	2.64	.....	.....	..
138	Old Colony Railroad Company	495.55	.64	618.89	
139	Boston and Providence Railroad Company	63.69	.....	.....	..
140	Attleborough Branch Railroad Company	4.00	.....	.....	.
141	Chatham Railroad Company	7.07	.....	.....	.
142	Fall River Railroad Company	12.25	.....	.....	.
143	Nantasket Beach Railroad Company	6.95	.....	.....	.
144	Plymouth and Middleborough Railroad Company.	15.03	[2].14	.....	

[1] Report received too late for use in other Tables.
[2] Decrease.
[3] Report for year ending September 30, 1893.
[4] Includes 14.04 miles lying in Group II.
[5] Includes 25.54 miles lying in Group II; see notes 4 and 6.
[6] Lies in Group II.

IE YEAR ENDING JUNE 30, 1893—Continued.

Remarks.	No.
liary road, fixed money rental. Leased Oct. 1, 1887, for $10,000, and all taxes, assessments,	119
liary road, fixed money rental. Contract of Apr. 1, 1888, provides for the sale of this to N. Y. & New Eng. R. R., the latter agreeing to pay as rental 5 per cent on purchase until the transfer of capital stock is made.	120
liary road, fixed money rental. Leased Feb. 28, 1891, for 99 years; rental, 5 per cent rest on stock and bonds.	121
ting road, independent	122
liary road, fixed money rental. Leased Oct. 1, 1882, for 99 years; rental, $120,000 per um, and interest on its bonds, and the bonds of the Colchester R. R.	123
liary road, fixed money rental. Leased Sept. 30, 1882, for 999 years. Interest on bonds ranteed by Boston & N. Y. Air Line R. R.	124
liary road, fixed money rental. Leased Sept. 30, 1873, for 99 years, to N. Y., New Hav. & tf. R. R., for interest on bonds.	125
liary road, fixed money rental. Leased July 1, 1892, for 99 years; rental, 1 per cent dend on preferred capital stock, and interest on bonds.	126
liary road, contingent money rental. Leased Apr. 1, 1893, for 99 years; rental, 6 per cent apital stock, and all expenses and taxes. "Old lease of the Housatonic R. R. suspended not canceled."	127
liary road, fixed money rental. Leased July 1, 1892, for 99 years; rental, 5 per cent dend on capital stock, and interest on bonds.	128
liary road, fixed money rental. Leased July 1, 1892, for 99 years; rental, 3 per cent div- id on capital stock until June 30, 1895, and 4 per cent thereafter during term of lease, interest on bonds.	129
liary road, contingent money rental. Leased Apr. 1, 1893, for 99 years; rental, 6 per cent apital stock, all expenses and taxes. "Old lease of the Housatonic R. R. suspended, but canceled."	130
liary road, fixed money rental. Leased Apr. 1, 1887, for 99 years; rental, interest on ds, and 10 per cent per annum on capital stock.	131
liary road, fixed money rental. Leased Apr. 1, 1887, for 99 years; rental, 1 per cent on ital stock for 3 years, 2 per cent for the second 3 years, 3 per cent for the third 3 years, 4 per cent thereafter; interest on bonds, and taxes.	132
liary road, contingent money rental. Leased Dec. 3, 1870, in perpetuity; rental, interest bonds; in case gross receipts exceed $35,200 per annum, lessee to pay lessor one-half of h excess. Lease assumed by N. Y., New Hav. & Hartf. R. R., with lease of New Hav. & thamp. Co.	133
liary road, fixed money rental. Leased July 1, 1884, for 99 years; annual rental, 7 per t on capital stock, interest on bonds, taxes, assessments, etc. Lease assumed by the N. New Hav. & Hartf. R. R., Apr. 1, 1892.	134
liary road, fixed money rental. Leased July 1, 1892, for 99 years; rental, 10 per cent on ital stock, interest on bonds, and taxes.	135
liary road, fixed money rental. Leased Nov. 1, 1870, in perpetuity; annual rental, $100,000.	136
liary road, fixed money rental. Leased Apr. 1, 1893, for 99 years; rental, $18,000 per um, and all taxes.	137
ting road, subsidiary, fixed money rental. Leased Mar. 1, 1893, for 99 years; rental, 7 per t on capital stock, interest on funded debt, and taxes.	138
liary road, fixed money rental. Leased Apr. 1, 1888, for 99 years; annual rental, 10 per t on capital stock, interest on bonds, $10,000 for organization expenses for first 3 years, $3,000 thereafter, taxes, assessments, etc.	139
liary road, fixed money rental. Leased Dec. 31, 1870, for 30 years; annual rental, 7 per t on capital stock; included in lease to Old Colony R. R.	140
liary road, contingent money rental. Contract dated Jan. 8, 1888, for 7 years; rental, 30 cent of gross receipts, payable quarterly.	141
liary road, contingent money rental. Leased Apr. 1, 1882, for 99 years; rental, 30 per t of gross earnings, which is guaranteed to be sufficient to pay interest on bonds.	142
liary road, fixed money rentals. Leased Apr. 1, 1888, for 99 years; lessee guarantees inter- on bonds up to $6,250, pays taxes, and has option of purchasing property after 20 years he lease for $150,000.	143
liary road, fixed money rental. Leased Dec 1, 1892, for 99 years; rental, guarantee 5 per on $225,000 capital stock, taxes, and $100 for organization purposes.	144

GROUP I. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERAT Length.	In as by pa Ju 1
		Miles.	*Miles.*	*Miles.*	M
	New York, New Haven and Hartford Railroad Company—Continued.				
	Old Colony Railroad Company—Continued.				
145	Providence, Warren and Bristol Railroad Company.	14.35	.....	.....	....
146	Phillips and Rangeley Railroad Company	28.60	28.60	28.60	
147	Portland and Rochester Railroad Company.....	54.98	.....	53.86	....
148	Portland and Rumford Falls Railway Company..	14.73	[1] .27	41.50	
149	Rumford Falls and Buckfield Railroad Company.	26.77	.....	.....	....
150	Rockport Railroad Company.....	3.00	.....	3.00	....
151	Saint Croix and Penobscot Railroad Company....	16.25	.....	21.09	....
152	Sandy River Railroad Company	18.00	.....	18.00	....
153	Sawyer River Railroad Company	10.00	.....	10.00	....
154	Sebasticook and Moosehead Railroad Company...	[2] 8.00	.....	[2] 8.00	....
155	Shepaug, Litchfield and Northern Railroad Company.	32.28	.....	34.25	
156	Somerset Railway Company.....	42.06	.....	42.06	....
157	South Manchester Railroad Company	2.25	.....	2.25	....
158	Union Freight Railroad Company.....	2.43	.....	2.43	....
159	Wood River Branch Railroad Company	5.70	.....	5.70	....
160	Woodstock Railway Company.....	13.88	.....	13.88	....
161	Fair Ground Railroad Company.....	[2] .61	.....	[2] .61	....
162	Worcester and Shrewsbury Railroad Company...	[2] 2.70	.....	[2] 2.70	....

[1] Decrease.

[2] Unofficial figures.

R YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
iary road, fixed money rental. Leased July, 1891, for 95 years and 9 months; rental, 5 ent on capital stock for the first ten years, and 6 per cent for the remainder of the lease; nterest and taxes, and not exceeding $500 per annum for salaries.	145
ing road, independent	146
ing road, independent. Of "line owned," 1.12 miles not in operation	147
ing road, independent	148
iary road, fixed money rental. Leased Nov. 1, 1890, for 1,000 years; rental, 65 cents per on 5,000 shares capital stock, and $200 per annum for organization expenses.	149
road. Used only for transporting limestone from quarry to kiln	150
ng road, independent. "Line operated" includes 4.75 miles owned, not in United States.	151
ng road, independent	152
lumber road, used in connection with Livermore Mills. Feeder to Me. Cent. R. R. at er River Station, N. H.	153
ng road, independent	154
	155
	156
	157
	158
	159
	160
ng road, subsidiary. Operated only during fair exhibitions	161
ng road, independent	162

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERAT Length.	Inc as s by pa w Ju 1
	Total—Group II	*Miles.* 19,964.81	*Miles.* 625.35	*Miles.*	M
163	Addison and Pennsylvania Railway Company	41.00	.....	46.00	....
164	New York and North Pennsylvania Railroad Company.	5.00	.....	.....	....
165	Allegheny and Kinzua Railroad Company	43.00	.....	43.00	....
166	Altoona, Clearfield and Northern Railroad Company.	[1] 13.00	.....	[1] 13.00	....
167	Annapolis and Baltimore Short Line Railroad Company.	[1] 22.00	.....	[1] 26.00	....
168	Annapolis, Washington and Baltimore Railroad Company.	20.50	.....	20.50	....
169	Attica and Freedom Railroad Company	33.00	.....	.....	[2]
170	Bachman Valley Railroad Company	4.18	.....	4.18	....
171	Baltimore and Delaware Bay Railroad Company	27.72	.....	45.03	....
172	Smyrna and Delaware Bay Railroad Company.	17.31	.....	.....	....
173	Baltimore and Eastern Shore Railroad Company.	87.00	.....	87.00	....
174	Bay Ridge and Annapolis Railroad Company	4.50	.....	4.50	....
175	Baltimore and Lehigh Railroad Company	84.40	.....	84.40	....
176	Baltimore and Ohio Railroad Company [3] [Line east of Ohio River.]	540.00	.....	[4] 1,174.03	
177	Baltimore and New York Railroad Company	5.50	5.50	.....	....
178	Baltimore and Philadelphia Railroad Company.	59.30	.50	.....	....
179	Confluence and Oakland Railroad Company	19.70	.....	.....	....
180	Fairmount, Morgantown and Pittsburgh Railroad Company.	25.08	.....	.....	....
181	Lancaster, Cecil and Southern Railroad Company	4.75	4.75	.....	....
182	Metropolitan Southern Railroad Company	2.25	.....	.....	....
183	Ohio and Baltimore Short Line Railway Company (Eastern Division).	9.30	.....	.....	....
184	Parkersburg Branch Railroad Company	[5] 103.30	.....	.....	....
185	Pittsburgh and Connellsville Railroad Company.	148.80	.....	.....	....
186	Berlin Railroad Company	8.00	.....	.....	....
187	Fayette County Railroad Company	11.80	.....	.....	....
188	Mount Pleasant and Broad Ford Railroad Company.	9.70	.....	.....	....
189	Somerset and Cambria Railroad Company	45.10	.....	.....	....
190	Schuylkill River East Side Railroad Company	11.00	.....	.....	....
191	South Branch Railroad Company (of West Virginia).	[6] 16.00	.....	.....	....
192	State Line Railroad Company (of Pennsylvania)	11.20	6.98	.....	....
193	Washington City and Point Lookout Railroad Company.	12.50	.....	.....	....
194	Washington County Railroad Company	24.20	.....	.....	....
195	Wheeling, Pittsburgh and Baltimore Railroad Company.	61.80	.....	.....	....
196	Ohio and Baltimore Short Line Railway Company (Western Division).	4.00	.....	.....	....
197	Berkeley Springs and Potomac Railroad Company.	[6] 5.95	.....	[6] 5.95	

[1] Unofficial figures.
[2] Decrease.
[3] See page 220, No. 176, for totals covering entire road.
[4] Includes 86 miles lying in Group IV.
[5] Includes 42 miles lying in Group IV.
[6] Lies in Group IV.

R THE YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
Operating road, independent	163
Subsidiary road, other relation	164
Operating road, independent	165
....do	166
Operating road, independent. Charles A. Coombs, Receiver, appointed in March, 1893	167
Operating road, independent	168
Independent road. "Line owned" not in operation. Owned by the Continental Trust Co., N.Y. City, N. Y.	169
Operating road, independent	170
....do	171
Subsidiary road, other relation. Controlled through ownership of entire capital stock	172
Operating road, independent. Willard Thomson, Receiver, appointed Apr. 21, 1891	173
Operating road, subsidiary	174
Operating road, independent. W. J. Taylor, Receiver (in Pennsylvania), and Wm. H. Bosley, Receiver (in Maryland), appointed May 17, 1893.	175
Operating road, independent	176
Subsidiary road, other relation. Controlled through ownership of capital stock	177
Subsidiary road, contingent money rental. Operated by Balt. & Ohio R. R. since Feb. 1, 1883; net earnings applied to payment of interest on bonds; balance, if any, paid to stockholders; no lease or written agreement.	178
Subsidiary road, fixed money rental. Leased May 1, 1890, for 999 years, from Nov. 1, 1889; rental, $10,000 per annum.	179
Subsidiary road	180
Subsidiary road. Operated by the Balt. & Ohio R. R. as siding	181
Subsidiary road	182
Subsidiary road, other relation. Operated through ownership of capital stock, from May 10, 1881	183
Subsidiary road, contingent money rental. Contract dated Sept. 9, 1865; gross revenue to be applied to payment of salaries, taxes, operating, and all other expenses.	184
Subsidiary road, contingent money rental. Leased Jan. 1, 1876, for 50 years, renewable at option of Balt. & Ohio R. R., lessee to pay interest on consolidated mortgage bonds and meet any deficit from operations, which deficit is to be charged against subsequent earnings of lessor road; lessor to receive any net income.	185
Subsidiary road, other relation. Operated through ownership of capital stock	186
Subsidiary road, fixed money rental. Leased 1864, for 99 years; rental, $9,000 per annum	187
Subsidiary road, other relation. Operated by Balt. & Ohio R. R., lessee of Pittsb. & Connellsv. R. R., dated Jan 2, 1871, for 99 years.	188
Subsidiary road, other relation. Operated by Balt. & Ohio R. R., lessee of Pittsb. & Connellsv. R. R.	189
Subsidiary road, fixed money rental. Interest on bonded debt guaranteed by Balt. & Ohio R. R., in connection with Phila. & Read. R. R., under lease dated Nov. 6, 1885, for 999 years.	190
Subsidiary road other relation. Operated through ownership of entire capital stock	191
....do	192
Subsidiary road	193
Subsidiary road, other relation. Controlled through ownership of capital stock	194
Subsidiary road, other relation. Controlled through ownership of entire capital stock	195
Subsidiary road, fixed money rental. Leased to Wheel., Pittsb. & Balt. R. R. Aug. 5, 1887, for 999 years; annual rental, $1.	196
Operating road, subsidiary, contingent money rental. Leased Sept. 10, 1888, for 10 years, the Balt. & Ohio R. R. to pay operating expenses, charging for use of equipment. Any excess of earnings is to be paid to said Berkeley Spgs. & Pot. R. R., and for any deficiency of earnings the Berkeley Spgs. & Pot. R. R. are to give promissory notes on demand to the Balt. & Ohio R. R. for the amount of such deficiency.	197

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	I as b p J
		Miles.	*Miles.*	*Miles.*	
	Baltimore and Ohio Railroad Company—Contd. [Line east of Ohio River.]				
198	Salisbury Railroad Company	11.70		11.70	
199	Bangor and Portland Railway Company	32.51		40.51	
200	Easton and Northern Railroad Company	8.00			
201	Barclay Railroad Company	14.02		14.02	
202	Bare Rock Railroad Company	[1] 2.50	2.50		
203	Bath and Hammondsport Railroad Company	10.60		10.00	
204	Bellefonte Central Railroad Company	27.50	4.30	27.50	
205	Blanchard Extension Railroad Company	[1] 5.50		[1] 5.50	
206	Bloomsburg and Sullivan Railroad Company	[1] 30.00		[1] 30.00	
207	Bradford, Bordell and Kinzua Railway	25.23	[2] 1.86	25.23	
208	Big Level and Kinzua Railroad Company	[1] 10.70	.20	[1] 10.70	
209	Brooklyn and Brighton Beach Railroad Company	[1] 7.50		[1] 7.50	
210	Brooklyn and Rockaway Beach Railroad Company.	3.50		3.50	
211	Brownstone and Middletown Railroad Company.	2.50	2.50	2.50	
212	Buffalo Creek Transfer Railroad Company	1.10		1.10	
213	Buffalo, Rochester and Pittsburgh Railway Company.	252.21		304.36	
214	Clearfield and Mahoning Railway Company	25.86	25.86		
215	Johnsonburg and Bradford Railroad Company	19.58	19.58		
216	Lincoln Park and Charlotte Railroad Company	10.89			
217	Perry Railroad Company	1.03			
218	Carthage and Adirondack Railway Company	43.00	[2] 1.25	43.25	
219	Catasauqua and Fogleaville Railroad Company	27.30		27.30	
220	Catskill Mountain Railway Company	15.75	.02	19.52	
221	Cairo Railroad Company	3.77			
222	Central New York and Western Railroad Company. [3]	90.98	90.98	62.74	
223	Central Pennsylvania and Western Railroad Company.	[1] 31.00	31.00	[1] 31.00	
224	Central Railroad Company of New Jersey	94.27		669.58	
225	Buena Vista Railroad Company	1.03			
226	Carteret and Sewaren Railroad Company	1.25			
227	Carteret Extension Railroad Company	1.82			
228	Constable Hook Railroad Company	1.95			
229	Cumberland and Maurice River Railroad Company.	22.43			
230	Elizabeth Extension Railroad Company	1.60			
231	Freehold and Atlantic Highlands Railroad Company.	24.47	1.72		
232	Hibernia Mine Railroad Company	4.20			
233	High Bridge Railroad Company	17.25			
234	Lafayette Railroad Company	.55			
235	Lake Hopatcong Railroad Company	5.56			
236	Lehigh and Lackawanna Railroad Company	25.20	.10		
237	Wind Gap and Delaware Railroad Company	9.71	[2] 1.13		
238	Lehigh and Susquehanna Railroad Company	160.78			
239	Treskow Railroad Company	7.56			
240	Long Branch and Sea Shore Railroad Company.	6.98			
241	Longwood Valley Railroad Company	13.64			
242	Dover and Rockaway Railroad Company	5.12			
243	Manufacturers' Railroad Company	1.68			
244	Manufacturers' Extension Railroad Company	1.23			
245	Navesink Railroad Company	4.66	.52		

[1] Unofficial figures. [2] Decrease.
[3] Report for seven months ending June 30, 1893.

IE YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
ting road subsidiary, other relation. Operated by Balt. & Ohio R. R., lessee of Pittsb.	
nnellav. R. R., who own a majority capital of stock.	198
ting road, independent	199
iary road, contingent money rental. Operated under verbal agreement	200
ting road, independent. Owned by Barclay Coal Co	201
endent road, "line owned" not in operation	202
ting road, independent	203
o	204
e lumber road. Feeder to Allegheny Vy. R. R. at Winterburn, Pa	205
ting road, independent	206
o	207
ting road, subsidiary, other relation. Operated under traffic agreement at cost	208
ting road, independent	209
ting road, independent. Local and summer excursion road	210
ting road, independent	211
ting road, independent. Leased to Frank Williams & Co., Buffalo, N. Y	212
ting road, independent	213
iary road. "Line owned" not in operation	214
o	215
iary road, fixed money rental. Leased Jan. 1, 1889, for 99 years, at $20,000 per annum; ee guarantees payment of principal and interest of lessor first-mortgage bonds.	216
iary road, fixed money rental. Leased Jan. 1, 1889, for 90 years; lessee guarantees prin- l and interest of first-mortgage bonds.	217
ting road, independent	218
o	219
ting road, independent. Operated principally for summer travel	220
iary road, fixed money rental. Leased July 2, 1885, for one year, at a rental of $2,700; rwed from year to year on same terms.	221
ting road, independent. Of "line owned," 28.24 miles not in operation	222
ting road, independent	223
o	224
iary road, other relation. Controlled through ownership of majority of capital stock	225
iary road, other relation. Controlled through ownership of entire capital stock	226
o	227
iary road, other relation. Controlled through ownership of capital stock	228
o	229
iary road, other relation. Controlled through ownership of entire capital stock	230
iary road, other relation. Controlled through ownership of capital stock	231
iary road, contingent money rental. Leased to Cent. R. R. of N. J. Oct. 1, 1890, for 20 rs. Rental, $12,000 per annum. When one-third gross earnings amount to $14,000, the al shall be that amount, and for every $6,000 additional earnings $2,000 shall be added.	232
iary road, other relation. Controlled through ownership of entire capital stock	233
o	234
o	235
iary road, contingent money rental; leased to the Lehigh Coal & Nav. Co. Jan. 23, 1867, 99 years. Operated for the lessee from Jan. 1, 1891, to Jan. 1, 1892, for one-third of gross ipts. It has been operated in connection with the Wind Gap & Del. R. R. since Dec. 31, for 21 per cent of gross recepts, with a minimum rental of $1,500 per month.	236
iary road, contingent money rental. Rental included as above	237
iary road, contingent money rental. Owned by Lehigh Coal and Nav. Co., and leased ent. R. R. of N. J., March 31, 1871, for 999 years, for one-third of the gross receipts.	238
o	239
iary road, other relation. Controlled through ownership of entire capital stock	240
o	241
iary road, fixed money rental. Leased Apr. 1, 1881, for 999 years; rental, 6 per cent on tal stock, taxes, and $500 per annum for organization expenses.	242
iary road, other relation. Controlled through ownership of entire capital stock	243
iary road, other relation. Controlled through ownership of capital stock	244
iary road	245

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	In as by p J
		Miles.	*Miles.*	*Miles.*	
	Central Railroad Co. of New Jersey—Continued.				
246	Neesquehoning Valley Railroad Company	16.66	.....	.....	...
247	New Jersey Southern Railroad Company	77.55	.....	.....	...
248	New York and Long Branch Railroad Company.	38.04	.....	.....	...
249	Newark and New York Railroad Company	6.22	.....	.....	...
250	Ogden Mine Railroad Company [1]	9.86	.....	.....	...
251	South Branch Railroad Company (of New Jersey).	15.78	.....	.....	...
252	Tom's River Railroad Company	7.57	.....	.....	...
253	Tom's River and Barnegat Railroad Company.	14.71	.....	.....	...
254	Vineland Railroad Company	46.82	.....	.....	...
255	West End Railroad Company	1.55	.....	.....	...
256	Wilkesbarre and Scranton Railway Company	4.85	.....	.....	...
50	Central Vermont Railroad Company: [2]				
257	Malone and Saint Lawrence Railway Company.	12.00	12.00	.....	...
258	Ogdensburg and Lake Champlain Railroad Company.	118.00	.....	.....	...
259	Saratoga and Saint Lawrence Railroad Company.	8.50	.....	.....	...
260	Chambersburg and Gettysburg Railroad Company.	10.00	3.03	10.00	
261	Chateaugay Railroad Company	18.01	.....	72.82	...
262	Chateaugay Railway	38.89	.....	.....	...
263	Plattsburgh and Dannemora Railroad Company.	15.92	.....	.....	...
264	Clarion River Railway Company	12.00	.....	12.00	...
265	Clove Branch Railroad Company	8.26	.....	8.26	...
266	Connecting Terminal Railroad Company	1.00	.....	1.00	...
267	Cooperstown and Charlotte Valley Railroad Company.	[3] 5.08	2.68	[3] 24.56	
268	Cooperstown and Susquehanna Valley Railroad Company.	[3] 19.48	[4] .07	.....	...
269	Cornwall Railroad Company	12.67	.....	12.67	...
270	Cornwall and Lebanon Railroad Company	24.89	.77	24.89	
271	Mount Gretna Railroad Company	[3] 4.00	.....	[3] 4.00	...
272	Coudersport and Port Allegany Railroad Company.	17.00	.....	22.00	...
273	Coudersport and Pine Creek Railroad Company.	5.00	.....	.....	...
274	Crown Point Iron Company's Railroad	12.84	.....	.....	
275	Cumberland and Pennsylvania Railroad Company.	[3] 55.00	.....	[3] 55.00	...
276	Daguscahonda Railroad Company	5.98	5.98	5.98	
277	Danville and Mount Morris Railroad Company	[3] 12.34	[4] .16	[3] 12.34	
278	Delaware and Hudson Canal Company	106.74	.....	[5] 690.23	
279	Albany and Susquehanna Railroad Company	142.59	.....	.....	...

[1] Report received too late for use in other Tables.
[2] Inserted to show relation of three roads ing.
[3] Unofficial figures.
[4] Decrease.
[5] Includes 43.34 miles lying in Group I; see page 114, note 1; also page 100, No. 77.

: YEAR ENDING JUNE 30, 1893—Continued.

	Remarks.	No.
	ary road, fixed money rental. Leased Nov. 4, 1888, for 999 years, to the Lehigh Coal and Je. for guaranteed annual dividend of 5 per cent; subleased to Cent. R. R. of N. J. for ird of gross receipts, paid to Lehigh Coal and Nav. Co.	246
	ary road, other relation. Controlled through ownership of entire capital stock	247
	ary road, other relation. Entire capital stock owned by Cent. R. R. of N. J., and road ed by that company and Pennsylvania R. R., jointly.	248
	ary road, other relation. Controlled through ownership of capital stock	249
	ary road, fixed money rental. Leased Nov. 4, 1881, for 999 years, from Jan. 1, 1882; 5 per cent per annum on capital stock, and $500 per annum for office expenses.	250
	ary road, other relation. Controlled through ownership of capital stock	251
		252
	ary road, contingent money rental	253
	ary road, other relation. Controlled through ownership of capital stock	254
		255
	ary road, fixed money rental. Leased May 1, 1888, to Lehigh Coal and Nav. Co., during ntinuance of the charter of the Wilkesb. & Scranton Ry., less one year; rental, paid by ehigh Coal and Nav. Co., $47,500, and taxes; lease assigned to Cent. R. R. of N. J., May ; rental, 6 per cent on cost of road and taxes.	256
		50
	ary road, contingent money rental. Operated under contract to lease; rental, 30 per gross earnings.	257
	ary road, contingent money rental. Leased June 1, 1886, for corporate existence; l, interest on bonds, when earned.	258
	ary road, fixed money rental. Leased June 1, 1889, for 999 years to Ogdensb. & L. . R. R.; rental, 5 per cent interest on bonds guaranteed; lease assigned to Cent. Vt. R. R.	259
	ng road, independent	260
		261
	iary road	262
	iary road, fixed money rental. Built and owned by State of New York; cost of con- tion, $169,852.34; leased May 20, 1879, to Chateaugay R. R.; rental, $1 per annum and er good and valuable considerations."	263
	ing road, independent	264
	ing road, independent. "Line owned" includes 4.01 miles operated as a branch, the le which is in litigation.	265
	ng road, independent. Terminal road, Buffalo, N. Y	266
	ng road, independent	267
	ary road. Leased Apr. 30, 1888, for 99 years, from Jan. 1, 1889	268
	ng road, independent	269
		270
	ng road, subsidiary	271
	ng road, independent	272
	ary road, fixed money rental. Leased from year to year, and for past year, rental, 12 per a capital stock.	273
	dent road. "Line owned" not in operation	274
	g road, independent	275
		276
		277
	g road, independent. "Line owned" includes 9.93 miles of so-called Schen. & Mechv. operated as a branch of Alb. & Susq. R. R.	278
	y road, fixed rental. Leased Feb. 24, 1870, for 150 years from Apr. 19, 1851; rental, t on bonds, 7 per cent on capital stock, and $1,000 for organization expenses; a pay- f $5,000 semi-annually is also made by lessee to the trustees of the sinking fund ity of Albany, and is invested by the latter for the payment of bonds issued lessor ity of Albany.	279

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	In as by pr Ju
		Miles.	*Miles.*	*Miles.*	
	Delaware and Hudson Canal Company—Contd.				
	Albany and Susquehanna Railroad Company—Continued.				
280	Cherry Valley, Sharon and Albany Railroad Company.	21.04	.....	.....	...
281	Schenectady and Duanesburgh Railroad Company.	13.79	.....	.....	...
282	New York and Canada Railroad Company	149.94	.....	.....	...
283	Northern Coal and Iron Company	21.98	.....	.....	...
284	Rensselaer and Saratoga Railroad Company	[1] 136.02	.....	.....	...
285	Albany and Vermont Railroad Company	12.18	.....	.....	...
286	Glens Falls Railroad Company	15.12	.....	.....	...
287	Saratoga and Schenectady Railroad Company.	21.65	.....	.....	...
288	Ticonderoga Railroad Company	2.50	.....	.....	...
289	Adirondack Railway Company	56.95	.....	56.95	...
290	Delaware, Lackawanna and Western Railroad Company.	194.61	[2] 16.73	771.56	
291	Cayuga and Susquehanna Railroad Company	34.41	.....	.....	...
292	Greene Railroad Company	8.10	.....	.....	...
293	Hopatcong Railroad Company	.89	.89	.....	...
294	Morris and Essex Railroad Company	119.85	.....	.....	...
295	Chester Railroad Company	10.02	.....	.....	...
296	Morris and Essex Extension Railroad Company.	1.91	.....	.....	...
297	Newark and Bloomfield Railroad Company	4.24	.....	.....	...
298	New York, Lackawanna and Western Railway Company.	214.20	.....	.....	...
299	Oswego and Syracuse Railroad Company	34.98	.....	.....	...
300	Passaic and Delaware Railroad Company	13.99	.....	.....	...
301	Passaic and Delaware Extension Railroad Company.	7.40	.....	.....	...
302	Utica, Chenango and Susquehanna Valley Railway Company.	97.41	.....	.....	...
303	Valley Railroad Company (of New York)	11.64	.....	.....	...
304	Warren Railroad Company	18.80	.....	.....	...
305	Sussex Railroad Company	29.52	.....	29.52	...
306	Syracuse and Baldwinsville Railway Company.	6.00	.....	.....	
307	Syracuse, Binghamton and New York Railroad Company.	81.00	.....	81.00	...
308	Delaware River Railroad Company	19.97	.....	19.97	...
309	Delaware River and Lancaster Railroad Company.	[3] 12.60	.....	[3] 12.60	...
310	Delaware, Susquehanna and Schuylkill Railroad Company.	46.21	.....	56.25	

[1] Includes 36.51 miles lying in Group I. [2] Decrease. [3] Unofficial figures.

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
road, contingent money rental. The Del. & Hud. Canal Co. operates this road ase dated July 15, 1868, in perpetuity, in connection with Alb. & Susq. R. R., paying 50 per cent of its gross earnings.	280
road, fixed money rental. The Del. & Hud. Canal Co. operates this road under ted July 8, 1874, in perpetuity, in connection with Alb. & Susq. R. R., paying as per cent per annum, interest on its bonds.	281
road, contingent money rental. Leased Feb. 20, 1878, in perpetuity; rental, 30 per gross earnings.	282
road, fixed money rental. Leased Dec. 1, 1873, during full term of charter or any thereof; rental, 6 per cent per annum on cost of road.	283
road, fixed money rental. Leased May 1, 1871, for term of charter; rental, interest , 8 per cent, dividends on capital stock annually, and $1,000 organization expenses; so assumes all leases of Renss. & Sar. R. R.	284
road, fixed money rental. Leased May 1, 1871, in perpetuity, at $20,000 per annum; in lease to Del. & Hud. Canal Co.	285
road, other relation. Entire capital stock owned by Renss. & Sar. R. R.; included to Del. & Hud. Canal Co., May 1,, 1871.	286
road, fixed money rental. Leased June 13, 1861, in perpetuity: rental, $31,750 per included in lease to Del. & Hud. Canal Co.	287
road, fixed money rental. Leased Aug. 13, 1890, for 50 years; rental, 5 per cent on stock, interest on debt, $1,000 per annum for sinking fund, and taxes.	288
road, subsidiary	289
road, independent	290
road, fixed money rental. Leased Apr. 21, 1855, in perpetuity, from Jan. 1, 1855, ly at $70,000 per annum; rental since reduced to $54,600 per annum.	291
road, fixed money rental. Leased Apr. 26, 1870, for the term of its charter; rental, st on capital stock and 7 per cent on bonds.	292
road, other relation. Controlled through ownership of entire capital stock. "Line not in operation.	293
road, fixed money rental. Leased Dec. 10, 1868, for term of its charter; rental, 7 and interest on bonds.	294
road, fixed money rental. Leased May 15, 1868, and included in the lease to Del., Wn. R. R., Dec. 10, 1868; rental, 4 per cent on bonds.	295
road, fixed money rental. Leased May 6, 1889, for term of its charter; rental, 4 per annum on capital stock and bonds.	296
road, fixed money rental. Leased Apr. 1, 1868, to the Mor. & Essex R. R. and l in the lease to Del., Lack. & Wn. R. R., Dec. 10, 1868, rental, 6 per cent on capital	297
road, fixed money rental. Leased Oct. 2, 1882, for term of its charter; rental, 5 per capital stock and interest on bonds.	298
road, fixed money rental. Leased Feb. 13, 1869, for term of its charter; rental, 9 s on capital stock and interest on bonds.	299
road, fixed money rental. Leased Nov. 1, 1882, for term of its charter; rental, 5 per capital stock.	300
road, fixed money rental. Agreement dated May 1, 1890, for term of charter; rental, nt per annum on capital stock and bonds.	301
road, fixed money rental. Leased Apr. 9, 1870, for term of its charter; rental, 6 per capital stock.	302
road, fixed money rental. Leased Apr. 15, 1869, for term of its charter; rental, 5 t on capital stock and bonds.	303
road, fixed money rental. Leased Oct. 1, 1857, for term of its charter; rental, 7 per capital stock and bonds.	304
g road, subsidiary, other relation. Controlled since 1881 by Del., Lack. & Wn. R. R., of Mor. & Essex R. R., through ownership of major part of capital stock.	305
g road, subsidiary, other relation. Controlled through ownership of majority of stock. "Line owned not in operation."	306
g road, subsidiary, other relation. Controlled through ownership of majority of cap- ock.	307
ng road, independent	308
	309
	310

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND MILE

No.	1	2	3	4	5
	Name of road.	LINE OWNED.		LINE OPERATED	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	Increase as shown by comparison with June 1892
		Miles.	*Miles.*	*Miles.*	*Mile*
311	Dents Run Railroad Company	6.00	.....	6.00	.....
312	Eagle Mills Railroad Company	7.50	.....	7.50	.....
313	Eaglesmere Railroad Company	8.00	8.00	8.30	8
314	East Broad Top Railroad and Coal Company	31.10	.....	13.52	[1] 15
315	Shade Gap Railroad Company	[2] 9.36	[1] 6.47	.....	.....
316	Edgewood Railroad Company	1.80	.20	1.80	
317	Elk Hill Coal and Iron Company	[2] 1.50	.....	[2] 1.50	.....
318	Elmira, Cortland and Northern Railroad Company.	118.70	.....	139.43	.....
319	Canastota Northern Railroad Company	20.73	.....	.....	.....
320	Emmitsburg Railroad Company	[2] 7.00	.....	[2] 7.00	.....
321	Emporium and Rich Valley Railroad Company	13.00	12.89	13.00	12
322	Erie and Wyoming Valley Railroad Company	61.00	.....	62.25	.....
323	Jones Lake Railroad Company	1.25	.....	.....	.....
324	Fall Brook Railway Company	94.14	94.14	233.12	233
325	Pine Creek Railway Company	74.80	.....	.....	.....
326	Syracuse, Geneva and Corning Railway Company.	64.18	.....	.....	.....
327	Falls Creek Railroad Company	3.00	.....	3.00	.....
328	Ferney Mountain Railroad Company	[2] 21.00	21.00	[2] 21.00	21
78	Fitchburg Railroad Company: [3]				
329	Mechanicsville and Fort Edward Railroad Company.	[2] 2.86	.....	.....	.....
330	Fonda, Johnstown and Gloversville Railroad Company.	26.17	.....	26.17	.....
331	Fox Creek Railroad Company	6.00	.....	6.00	.....
332	Genesee and Wyoming Valley Railway Company.	5.50	1.77	6.50	1
333	George's Creek and Cumberland Railroad Company.	[2] 32.59	.....	[2] 32.59	.....
334	Glen Haven Railroad Company	3.48	3.48	3.48	3
85	Grand Trunk Railway Company: [4]				
335	United States and Canada Railroad Company	22.18	.....	22.18	.....
336	Granite Hill Railroad Company	[2] .50	.....	.....	.....
337	Gray's Run Railroad Company	[2] 8.00	.....	[2] 8.00	.....
338	Green Ridge Railroad Company of Maryland	16.00	.....	16.00	.....
339	Greenlick Railway Company	3.80	.....	3.80	.....
340	Greenwich and Johnsonville Railway Company	14.65	.....	14.65	.....
341	Gunpowder Valley Railroad Company	3.00	.....	3.00	.....
342	Hibernia Underground Railroad Company	1.30	.....	1.30	.....
343	Hickory Valley Railroad Company	13.00	2.50	13.00	2
344	Hunter's Run and Slate Belt Railroad Company	5.50	.....	13.50	5
345	Huntingdon and Broad Top Mountain Railroad and Coal Company.	63.30	1.30	63.30	1
346	Ironton Railroad Company	9.00	.....	9.00	.....
347	Island Railroad Company	.13	.....	.13	.....
348	Jones Mountain Railroad Company	[2] 3.00	.....	[2] 3.00	.....
349	Juniata Railway Company	[2] 5.00	.....	[2] 5.00	.....
350	Kane Oil Field Railroad Company	[2] 7.00	.....	[2] 7.00	.....
351	Kanona and Prattsburgh Railroad Company	11.44	.....	11.44	.....
352	Keeseville, Au Sable Chasm and Lake Champlain Railroad Company.	5.64	.....	5.64	.....
353	Ketner, Saint Mary's and Shawmut Railroad Company.	18.00	18.00	18.00	18
354	Keystone Coal Company's Railroad	5.50	.....	.....	.....

[1] Decrease.
[2] Unofficial figures.
[3] Inserted to show relation of road following.
[4] Report not filed; inserted to show relation of road following.

EAR ENDING JUNE 30, 1893—Continued.

Remarks.	No.
d	311
iber road, owned by Thomas Keelor. Feeder to Pennsylvania R. R. at Wetmore, Pa.	312
oad, independent	313
oad, independent. Of "line owned," 17.58 miles not in operation	314
road. Not in operation	315
d. Operated by Hampton Coal Mines, as coal road. Feeder to Pennsylvania R. R. on Intersection, Pa.	316
oad, independent	317
	318
road, fixed money rental. Leased Aug. 16, 1886, during its corporate existence; ntal, $18,000.	319
oad, independent. Feeder to Wn. Md. R. R., at Rocky Ridge, Md	320
road, independent	321
	322
road, fixed money rental. Leased Jan. 1, 1888, for 99 years; rental, $1,200 per annum,	323
oad, independent	324
road, contingent money rental. Leased to Corng., Cowan. & Ant. Ry. July 1, 1892, ate June 30, 1903; rental, 30 per cent of gross earnings.	325
road, contingent money rental. Leased to Corng., Cowan. & Ant. Ry. July 1, 1892, ars; rental, one-third of the gross earnings, guaranteed to be at least $112,000 per	326
oad, independent	327
	328
	78
road	329
oad, independent	330
ging road. Owned by T. D. Collins	331
oad, independent	332
	333
	334
	85
road, subsidiary, fixed money rental. Leased Jan. 1, 1889, for 21 years, lessee to pay n bonds and all taxes and assessments and retain any residue of revenue.	335
at road. "Line owned" not in operation	336
aber road, owned by T. E. Proctor & Co., Boston, Mass	337
aber road, owned by F. Merten's Sons, Cumberland, Md	338
road, independent. Operated only occasionally, as the Greenlick Narrow Gauge Ry., to reorganization, June 17, 1892.	339
road, independent	340
	341
	342
ging road. Owned by Wheeler & Dusenbury and others	343
road, independent	344
	345
	346
road, independent. Operated in connection with certain coal docks owned by the	347
road, independent	348
gging road. Owned by John E. Du Bois	349
ging road. Owned by James Brothers	350
road, independent. A. E. Godeffroy, Receiver; appointed June 1, 1892	351
road, independent	352
	353
ad. Feeder to Balt. & Ohio R. R. at Keystone Junction, Pa. "Line owned" not ation.	354

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	In as by pr Ju
		Miles.	*Miles.*	*Miles.*	
355	Kinderhook and Hudson Railroad Company	16.72	.47	18.00	
356	Kinzua Creek and Kane Railroad Company	14.00	1.00	14.00	
357	Kinzua Valley Railroad Company	10.00	[1] 2.73	10.00	
358	Kishacoquillas Valley Railroad Company	[2] 5.82	5.82	.....	
359	Lackawanna and Montrose Railroad Company	10.48	.....	10.48	
360	Lake Champlain and Moriah Railroad Company	7.66	.....	7.66	
361	Lancaster, Oxford and Southern Railroad Company.	20.00	.....	20.00	
362	Lebanon Springs Railroad Company	[2] 57.10	.....	[2] 57.10	
363	Lehigh and Hudson River Railway Company	63.20	.....	77.20	
364	South Easton and Phillipsburg Railroad Company.	.70	.....	.....	
365	Orange County Railroad Company	10.70	.....	13.10	
366	Lehigh and Pavilion Railroad Company	[2] 5.00.	5.00	[2] 5.00	
367	Ligonier Valley Railroad Company	10.50	.....	10.50	
368	Lima and Honeoye Falls Railroad Company	4.46	4.46	4.46	
369	Little Falls and Dolgeville Railroad Company	[2] 10.50	10.50	.....	
370	Little Saw Mill Run Railroad Company	3.00	.....	3.00	
371	Long Island Railroad Company	280.60	.....	346.27	[1]
372	Brooklyn and Jamaica Railroad Company	9.58	.....	.....	
373	Long Island Railroad Company, North Shore Branch.	18.98	18.98	.....	
374	New York and Long Beach Railroad Company	10.30	.....	.....	
375	New York and Rockaway Railroad Company	9.01	.....	.....	
376	New York, Brooklyn and Manhattan Beach Railway Company.	20.05	.....	.....	
377	Oyster Bay Extension Railroad Company	4.14	.....	.....	
378	Marine Railway Company	.33	.....	.33	
379	New York and Rockaway Beach Railway Company.	12.00	.38	29.43	
380	Mahoning Valley Railroad Company	1.89	.....	9.96	
381	McKeesport Connecting Railroad Company	.58	.....	.58	
382	Middleburg and Schoharie Railroad Company	[2] 5.33	[1] .42	[2] 5.33	
383	Schoharie Valley Railroad Company	4.38	.....	4.38	
384	Middlesex Valley Railroad Company [4]	21.91	21.91	21.91	
385	Monocacy Valley Railroad Company	[2] 4.00	.....	[2] 4.00	
386	Monongahela Connecting Railroad Company	3.13	.....	3.13	
387	Monongahela River and Streets Run Railroad Company.	1.40	1.40	1.40	
388	Monongahela River Railroad Company	31.20	[1] 1.80	[1] 31.20	[1]
389	Mont Alto Railroad Company	17.89	.....	17.89	
390	Montour Railroad Company	[2] 11.00	.....	[2] 11.00	
391	Montrose Railway Company	28.00	.....	28.00	
392	Morris County Railroad Company	[2] 17.00	.....	[2] 17.00	
393	Mount Carmel and Natalie Railroad Company	5.80	5.80	5.80	
394	Mount Hope Mineral Railroad Company	3.54	.....	3.54	
395	Mount Jewett and Smethport Railroad Company	5.00	5.00	5.00	
396	Mount Jewett, Kinzua and Ritersville Railroad Company.	7.75	.50	19.60	
397	Kinzua Hemlock Railroad Company	11.85	11.85	.....	
398	Mount McGregor Railroad Company	[2] 10.97	.....	[2] 10.97	
399	Mount Penn Gravity Railroad Company	7.76	7.76	7.76	
400	National Docks Railway Company	[2] 2.00	.....	[2] 2.00	
401	Newburgh, Dutchess and Connecticut Railroad Company.	58.84	.....	58.84	
402	New Jersey and New York Railroad Company	34.74	.....	47.90	
403	New Jersey and New York Extension Railroad Company.	2.37	.....	.....	
404	Garnerville Railroad Company	1.00	.....	.....	

[1] Decrease.
[2] Includes 5.92 miles lying in Group I.
[2] Unofficial figures.
[4] Report for ten months ending June 30, 1

THE YEAR ENDING JUNE 30, 1893—Continued.

6

Remarks.	No.
ating road, independent	355
ating road, independent. Mainly used as a lumber road. Feeder to Phila. and Erie R. R. d others at Kane, Pa.	356
ating road, independent	357
pendent road. "Line owned" not in operation	358
ating road, independent	359
do	360
do	361
rating road, independent. W. V. Reynolds, Receiver, appointed Feb. 27, 1888	362
rating road, independent	363
sidiary road, other relation. Controlled through ownership of entire capital stock	364
rating road, subsidiary, other relation. Controlled through ownership of entire capital stock	365
rating road, independent. Owned by the Lehigh Salt Mining Co., Lehigh, N. Y., and ed as freight track.	366
rating road, independent	367
do	368
pendent road. "Line owned" not in operation	369
rating road, independent	370
rating road, independent. Of "Line owned" 9.93 miles not in operation	371
sidiary road, fixed money rental. Owned by Atlantic Avenue R. R. (horse-car line), which ased it to Long I. R. R. from June 1, 1877, for 99 years, at an annual rental of $47,179.68.	372
sidiary road, fixed money rental. Operated under agreement dated Oct. 1, 1892, principal nd interest guaranteed on $1,500,000 bonds.	373
sidiary road, other relation. Controlled through ownership of entire capital stock	374
bsidiary road, fixed money rental. No contract; Long I. R. R. pays interest on outstanding onds.	375
bsidiary road; contingent money rental. Leased Oct. 1, 1885, for 99 years, from May 1, 1882, at n annual rental of 35 per cent of gross earnings, minimum rental being $95,960.	376
bsidiary road, other relation. Controlled through ownership of capital stock	377
erating road, subsidiary, other relation. No formal contract; operated by Long I. R. R. for ccount of this company.	378
erating road, subsidiary, other relation. Controlled through ownership of capital stock	379
perating road, independent	380
do	381
do	382
perating road, subsidiary	383
perating road, independent	384
do	385
do	386
do	387
do	388
do	389
do	390
do	391
do	392
do	393
do	394
do	395
do	396
Subsidiary road, contingent money rental. Leased Dec. 15, 1891, for 99 years; rental, three-eighths of net earnings.	397
Operating road, independent. Frank Jones, Receiver; appointed May 4, 1891	398
Operating road, independent	399
do	400
do	401
do	402
Subsidiary road, fixed money rental. Leased May 19, 1887, for term of charter; rental, 6 per cent interest on bonds, and 7 per cent on capital stock.	403
Subsidiary road, other relation. Operated without charge, by virtue of an understanding with Rockland Print Works, which own it. Used only for purposes of access to factory of said company.	404

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	In as by pr Ju
		Miles.	*Miles.*	*Miles.*	
405	Newport and Sherman's Valley Railroad Company.	28.50	3.10	28.50	
406	New York and Northern Railway Company	57.16	.....	61.21	
407	Mahopac Falls Railroad Company	4.05	.....	.....	
408	New York and Sea Beach Railway Company	[2] 6.00	.....	[2] 6.00	...
409	New York Central and Hudson River Railroad Company.	819.45	.....	2,108.66	...
410	Amsterdam, Chuctanunda and Northern Railroad Company.	1.50	.....	.....	...
411	Gouverneur and Oswegatchie Railroad Company.	13.05	13.05	.....	...
412	New Jersey Junction Railroad Company	4.69	.....	.....	...
413	New York and Harlem Railroad Company	135.90	.....	.....	...
414	Rome, Watertown and Ogdensburg Railroad Company.	412.55	.....	.....	...
415	Niagara Falls Branch Railroad Company	8.74	.....	.....	...
416	Oswego and Rome Railroad Company	28.49	.....	.....	...
417	Utica and Black River Railroad Company	149.81	.....	.....	...
418	Carthage, Watertown and Sacketts Harbor Railroad Company.	29.59	.....	.....	...
419	Spuyten Duyvil and Port Morris Railroad Company.	6.04	.....	.....	...
420	Troy and Greenbush Railroad Company	6.00	.....	.....	...
421	Troy Union Railroad Company	5.00	.....	.....	...
422	West Shore Railroad Company	495.20	.....	.....	...
423	Beech Creek Railroad Company	149.09	11.47	185.28	
424	Buffalo and Erie Basin Railroad Company	.25	.....	.25	...
425	Mohawk and Malone Railway Company	181.50	181.50	181.50	
426	Wallkill Valley Railroad Company	32.88	.....	37.69	...
427	New York Central, Hudson River and Fort Orange Railroad Company.	[2] .60	.....	[2] .60	...
428	New York, Lake Erie and Western Railroad Company. [3] [Line east of Salamanca, New York.]	543.87	.....	1,106.55	
429	Avon, Geneseo and Mount Morris Railroad Company.	17.70	[1] 2.30	.....	...
430	Bergen County Railroad Company	9.82	.....	.....	...
431	Buffalo and Southwestern Railroad Company	66.36	.....	.....	...
432	Buffalo, Bradford and Pittsburgh Railroad Company.	26.17	.....	.....	...

[1] Decrease. [2] Unofficial figures.
[3] See page 220. No. 428, for totals covering entire road.

OR THE YEAR ENDING JUNE 30, 1893—Continued.

Remarks.	No.
Operating road, independent	405
do	406
Subsidiary road, other relation. Operated under verbal contract, by which N. Y. & Nn. Ry. is to furnish equipment and operate the road.	407
Operating road, independent	408
do	409
Subsidiary road, other relation. Operated under verbal agreement Sept. 25, 1879, to deliver and receive freight to and from Kellogg & Miller's Linseed Oil Works. "Line operated" included as sidings in N. Y. Cent. & Hud. Riv. R. R.	410
Subsidiary road. "Line owned," not in operation	411
Subsidiary road, fixed money rental. Leased July 1, 1886, for 100 years, with privilege of further term of 100 years, at an annual rental of interest at 4 per cent on its bonds.	412
Subsidiary road, fixed money rental. Leased Apr. 1, 1873, for 401 years; annual rental, interest on funded debt and 8 per cent on capital stock.	413
Subsidiary road, fixed money rental. Leased Mar. 14, 1891, in perpetuity; rental, 5 per cent on capital stock and $15,000 per annum until Apr. 1, 1901, and thereafter, $7,000 per annum.	414
Subsidiary road, fixed money rental. Leased Sept. 21, 1881, in perpetuity, at 7 per cent per annum on capital stock, included in lease to N. Y. Cent. & Hud. Riv. R. R., dated Mar. 14, 1891.	415
Subsidiary road, fixed money rental. Leased Dec. 2, 1869, in perpetuity; annual rental, interest on first mortgage bonds and $24,000 cash. Lease amended Mar. 2, 1891; rental, 7 per cent on $350,000 first mortgage bonds and 5 per cent on $400,000 second mortgage bonds per annum; included in lease to N. Y. Cent. & Hud. Riv. R. R., dated March 14, 1891.	416
Subsidiary road, fixed money rental. Leased Apr. 14, 1886, for the term of its corporate existence; annual rental, 7 per cent on capital stock, interest on bonds, and $4,500 for organization expenses; included in lease to N. Y. Cent. & Hud. Riv. R. R., dated Mar. 14, 1891.	417
Subsidiary road, contingent money rental. Leased for the term of its corporate existence for 3½ per cent of gross earnings; included in the lease of Utica & Black Riv. R. R. to Rome, Watert. & Ogdensb. R. R. and to N. Y. Cent. & Hud. Riv. R. R., dated Mar. 14, 1891.	418
Subsidiary road, fixed money rental. Leased Nov. 1, 1871 to Dec. 31, 1970; annual rental, 8 per cent on $989,000 capital stock.	419
Subsidiary road, fixed money rental. Leased Feb. 3, 1851, in perpetuity, at an annual rental of $19,250.	420
Subsidiary road, other relation. One-half owned by N. Y. Cent. & Hud. Riv. R. R., and one-fourth each by Del. & Hud. Canal Co. and Fitchburg R. R. These companies pay this proportion of maintenance and operation.	421
Subsidiary road, fixed money rental. Leased Jan. 1, 1886, for 475 years, with privilege of further term of 500 years; annual rental, interest at 4 per cent on bonds.	422
Operating road, subsidiary, fixed money rental. Leased Dec. 15, 1890, for 999 years, from Oct. 1, 1890; rental, 4 per cent interest per annum on not exceeding $5,000,000 first mortgage bonds and 4 per cent dividend on $5,000,000 capital stock.	423
Operating road, subsidiary	424
Operating road, subsidiary, fixed money rental. Leased May 1, 1893, in perpetuity; rental, 4 per cent interest, and principal guaranteed, on not exceeding $2,500,000 first mortgage bonds.	425
Operating road, subsidiary, other relation. Controlled through ownership of capital stock and bonds held in the interests of W. Shore R. R.	426
Operating road, independent. Business mainly freighting for Fort Orange Paper Co. Feeder to N. Y. Cent & Hud. Riv. R. R., at Castleton, N. Y.	427
Operating road, independent	428
Subsidiary road, fixed money rental. Leased Jan. 1, 1872, for 80 years; annual rental, 6 per cent on capital stock, and $100 for organization expenses.	429
Subsidiary road, fixed money rental. Leased Feb. 23, 1881, for the unexpired term of its charter; annual rental, 6 per cent on its bonds; capital stock all owned by lessee.	430
Subsidiary road, contingent money rental. Leased Aug. 1, 1880, in perpetuity; lessee pays semi-annually 35 per cent of the first $325,000 and 25 per cent of the remaining amount, after certain deductions for terminal charges, locomotive and car service.	431
Subsidiary road, fixed money rental. Leased Jan. 1, 1866, for 499 years; lessee guarantees principal and interest on bonds and pays all taxes except those imposed by United States on interest and dividends.	432

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1	2	3	4	
	Name of road.	LINE OWNED.		LINE OPERAT	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	In as by pe Ju
		Miles.	*Miles.*	*Miles.*	
	New York, Lake Erie and Western Railroad Company—Continued.				
	[Line east of Salamanca, New York.]				
	Buffalo, Bradford and Pittsburgh Railroad Company—Continued.				
433	West Branch Railroad Company (of Pennsylvania.)	10.84			
434	Buffalo, New York and Erie Railroad Company.	140.25			
435	Rochester and Genesee Valley Railroad Company.	18.40			
436	Conesus Lake Railway Company	1.61			
437	Erie and Black Rock Railroad Company	1.14			
438	Erie International Railway Company	4.50			
439	Goshen and Deckertown Railway Company	11.64			
440	Hawley Branch Railroad Company	15.61	15.61		
441	Jefferson Railroad Company	44.69			
442	Long Dock Company	1.11			
443	Middletown and Crawford Railroad Company	10.22			
444	Montgomery and Erie Railway Company	10.43			
445	Moosic Mountain and Carbondale Railroad Company.	4.21			
446	Newark and Hudson Railroad Company	5.62			
447	New York, Lake Erie and Western Coal and Railroad Company.	48.54			
448	Brockport and Shawmut Railroad Company	3.75			
449	Northern Railroad Company of New Jersey	21.71			
450	Nyack and Northern Railroad Company	4.37			
451	Paterson and Hudson River Railroad Company	14.05			
452	Paterson and Ramapo Railroad Company	15.08			
453	Union Railroad Company (of New York)	1.00			
454	Paterson, Newark and New York Railroad Company.	11.32			
455	Suspension Bridge and Erie Junction Railroad Company.	24.01			
456	Lockport and Buffalo Railway Company	15.12			
457	New York and Greenwood Lake Railway Company.	49.01	.95	54.17	
458	Arlington Railroad Company	1.16	1.16		
459	Watchung Branch Railroad Company	4.00			
460	Tioga Railroad Company	46.39		106.34	
461	Arnot and Pine Creek Railroad Company	11.83			
462	Elmira State Line Railroad Company	6.50			

ENDING JUNE 30, 1893—Continued.

Remarks.	No.
.....	433
fixed money rental. Leased May 1, 1863, for 490 years; annual rental, 7 per l stock and bonds.	434
fixed money rental. Leased July 1, 1871, in perpetuity; annual rental, 6 per l stock. taxes, assessments, and $700 for contingent expenses; lease assigned to & Wn. R. R.	435
. other relation. Operated through ownership of entire capital stock.....	436
.....	437
. other relation. Controlled through ownership of entire capital stock	438
l, contingent money rental. Leased Jan. 18, 1872, for 45 years; rental, $21,500 id taxes, save State taxes on capital stock; lease subject to abatement of what- ay be obtained by scaling down interest on bonds. The lessee is now paying mum.	439
l, fixed money rental. Leased June 2, 1862; rental, $30,000 per annum. "Owned nia Coal Co."	440
d, contingent money rental. Leased Apr. 1, 1888, in perpetuity for 25 per cent rnings; if this is insufficient to pay interest on bonds, lessee to make up deficit and against lessor.	441
d, other relation. Controlled through ownership of entire capital stock	442
d, fixed money rental. Leased Jan. 30, 1882, for 99 years, for $10,500 per annum,	443
d, fixed money rental. Leased Jan. 1, 1872, in perpetuity, for $25,000 per annum, ; lease modified Apr. 22, 1886, and rental reduced to $16,000 per annum.	444
d.....	445
d, fixed money rental. Leased Jan. 30, 1872, in perpetuity; lessee guarantees d interest of bonds, 6 per cent per annum on capital stock, all taxes, and a further per annum.	446
d, fixed money rental. Leased July 1, 1890, for 35 years; rental, interest on bonds g $180,000, and a sum not exceeding $100 for organization purposes. Controlled ership of stock.	447
d, other relation. Controlled through ownership of capital stock by N. Y., L. R. R.	448
d, contingent money rental. Agreement, dated Dec. 31, 1868, for the term of cor- ence of this company, provides for a joint line, N. Y., L. Erie & Wn. R. R., to miles, and this company 21.50 miles; 65 per cent of gross receipts to be paid the perating, and balance of profits divided on a mileage basis.	449
d, fixed money rental. Leased Dec. 9, 1875, for 100 years; annual rental, $11,025, sments, etc., included in the agreement between Nn. R. R. of N. J., and N. Y., n. R. R.	450
d, fixed money rental. Leased Sept. 15, 1852, during its legal existence, at $45,600 nd $5,000 per annum for land in Jersey City.	451
d, fixed money rental. Leased Sept. 15, 1852, during its legal existence, at $26,500	452
d, fixed money rental. Leased Sept. 15, 1852, during its legal existence, at $3,500 paid to Pat. and Ramapo R. R. under transfer of lease.	453
d, contingent money rental. Leased Sept. 8, 1868, during the term of charter; l, 35 per cent of gross earnings; lessee owns all of the capital stock and bonds of	454
d, contingent money rental. Leased July 13, 1870, during its corporate existence; ntees principal and interest of bonds, and pays lessor 30 per cent of the net earn-	455
d, fixed money rental. Leased Sept. 15, 1879, in perpetuity; annual rental, $21,000 s, assessments, etc.	456
d, subsidiary, other relation. Controlled through ownership of capital stock	457
d.....	458
d, other relation. Abram S. Hewitt, Receiver, appointed in 1880. Controlled ership of capital stock. Operated by the N. Y. & Greenwood L. R. R. by special rith the Receiver.	459
d, subsidiary, other relation. Controlled through ownership of capital stock.....	460
ed, fixed money rental. Leased Mar. 6, 1883, for 97 years, from July 1, 1882; 0 per annum.	461
l, fixed money rental. Leased Aug. 11, 1876, for 999 years; lessee guarantees 7 per cent interest on $160,000 bonds, and 7 per cent on $29,200 capital stock.	462

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	I a b p J
		Miles.	*Miles.*	*Miles.*	
463	New York, Ontario and Western Railway Company.	318.77	.....	476.77	...
464	Ontario, Carbondale and Scranton Railway Company.	53.66	.....	.....	...
465	Rome and Clinton Railroad Company	12.78	.....	.....	...
466	Utica, Clinton and Binghamton Railroad Company.	31.30	.....	.....	...
467	Wharton Valley Railway Company	6.80	.....	.....	...
468	New York, Philadelphia and Norfolk Railroad Company.	112.00	.....	112.00	...
469	New York, Susquehanna and Western Railroad Company.	137.63	3.00	160.28	
470	Lodi Branch Railroad Company	1.75	.....	.....	...
471	Macopin Railroad Company	1.50	.....	.....	...
472	Middletown, Unionville and Water Gap Railroad Company.	13.90	.....	.....	...
473	Passaic and New York Railroad Company	3.00	.....	.....	...
474	Nittany Valley Railroad Company	4.75	4.75	4.75	
475	Northern Adirondack Railroad Company	57.50	2.50	57.50	
476	Oil City and Ridgeway Railway and Mining Company.	6.00	.....	.....	...
477	Oregon and Texas Railway Company	8.00	8.00	8.00	
478	Otto Glen Railroad Company.....	5.00	.....	5.00	...
479	Owasco River Railway Company	.50	.....	.50	...
872	Pennsylvania Company: [1]				
480	Waynesburg and Washington Railroad Company.	28.15	.....	28.15	...
481	Pennsylvania Railroad Company	523.71	29.73	2,728.56	
482	Bald Eagle Valley Railroad Company	90.68	.....	.....	...
483	Bedford and Bridgeport Railway Company.....	49.17	.....	.....	...
484	Bustleton Railroad Company.....	4.16	.....	.....	...
485	Cambria and Clearfield Railroad Company	97.53	36.58	.....	...
486	Columbia and Port Deposit Railway Company.	43.53	3.70	.....	...
487	Columbus, Kinkora and Springfield Railroad Company.	14.16	.....	.....	...
488	Cresson and Clearfield County and New York Short Route Railroad Company. [2]	28.69	.....	.....	...
489	Downingtown and Lancaster Railroad Company.	37.98	.....	.....	...
490	Engelside Railroad Company	.17	.17	.....	...
491	Freehold and Jamesburg Agricultural Railroad Company.	27.54	.....	.....	...
492	Frederick and Pennsylvania Line Railroad Company.	28.00	.....	.....	...

[1] Inserted to show relation of road following. [2] Report for six months ending June 30

E YEAR ENDING JUNE 30, 1893—Continued.

Remarks.	No.
ing road, independent	463
iary road, contingent money rental. Leased May 10, 1890, for 99 years; rental, $75,000 nnum. Also such further sum as may be necessary to maintain the organization, not eding $3,000. Entire capital stock and bonds owned by lessee.	464
iary road, contingent money rental. Leased from Del. & Hud. Canal Co. June 1, 1886, 5 years, at a minimum rental of $75,000 per annum. If, in any year, the gross earnings ssee roads reach $300,000, lessee to pay lessor 28 per cent thereof; if $350,000, 25 per cent of; and if $450,000, 20 per cent thereof.	465
iary road, contingent money rental. Included in lease of Rome & Clinton R. R	466
iary road, fixed money rental. Leased Oct. 1, 1888, for 99 years; lessee guarantees prin- l and interest of bonds, taxes, and $500 for maintenance of organization.	467
ing road, independent. Also operates steamboat, tug, and barge line, 36 miles	468
ing road, independent	469
iary road, fixed money rental. Leased June 1, 1863, for 99 years, at an annual rental of and taxes; lessee owns the entire capital stock of lessor.	470
iary road, fixed money rental. Agreement, dated Sept. 27, 1886, for its purchase at the of 5 years, during which time N. Y., Susq. & Wn. R. R. pays as rental, 6 per cent per nn on cost.	471
iary road, contingent money rental. Agreement, dated Aug. 20, 1883, terminable on 30 notice, whereby N. Y., Susq. & Wn. R. R. allows this company a fixed proportion on s business and charges a fixed proportion of cost of operating; also guarantees interest onds whether the earnings are sufficient or not.	472
iary road, fixed money rental. Leased Dec. 1, 1885, for 999 years at an annual rental of 0 and taxes; lessee owns the entire capital stock of lessor.	473
ing road, independent	474
o	475
endent road. "Line owned;" not in operation	476
ing road, independent	477
s lumber road, owned by H. M. & J. B. Otto. Feeder to Phila. & Erie R. R. at Williams- , Pa.	478
ing road, independent	479
	872
ing road, subsidiary, other relation. Operated independently; bonds and majority of tal stock owned by Chartiers Ry.	480
ing road, independent	481
iary road, contingent money rental. Leased July 1, 1864, for 99 years; rental, 40 per of gross receipts. Lease does not apply to the Nittany Brh., which is operated at cost. earnings paid to Bald Eagle Vy. R. R.	482
iary road, contingent money rental. Operated under resolutions of the directors of companies, which took effect, May 1, 1891, and is terminable at the option of either y, on 30 days' notice. Net earnings payable to this company.	483
iary road, contingent money rental. Operated under resolutions of the directors of both panies, which took effect, Jan. 1, 1891, and is terminable at the option of either party, on ays' notice. Net earnings payable to this company.	484
iary road, contingent money rental. Operated under resolutions of board of directors in t Sept. 24, 1888, terminable at any time on 30 days' notice; net earnings payable to this pany.	485
diary road, contingent money rental. Agreement dated July 1, 1890, terminable at any s, on 30 days' notice; rental, net earnings.	486
diary road, contingent money rental. Lease dated Sept. 23, 1889; runs from year to year, ase terminated by 6 months' notice. Lessee collects all earnings, pays all expenses for rating the road and maintenance of way and taxes; balance, if any, is paid to lessor.	487
diary road, contingent money rental. Leased Jan. 2, 1893, for 99 years; rental, net earn- s.	488
diary road, contingent money rental. This company is the reorganized E. Brandyw. and ynesb. R. R.; operated under resolutions of board of directors in effect Aug. 1, 1888, ter- nable at any time, on 30 days' notice; net earnings paid to this company.	489
diary road. "Operated by the Pennsylvania R. R as a siding"	490
diary road, contingent money rental. Contract dated July 16, 1879, terminable on 30 ys' notice; rental, net earnings.	491
diary road, fixed money rental. Leased Jan. 1, 1875, for 999 years; lessee operates the d at cost.	492

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	I as b J
		Miles.	*Miles.*	*Miles.*	
	Pennsylvania Railroad Company—Continued.				
493	Hanover and York Railroad Company	27.65	9.30		
494	Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad Company.	53.74			
495	Johnsonburg Railroad Company	19.69			
496	Kensington and Tacony Railroad Company	5.13	1.36		
497	Lewisburg and Tyrone Railroad Company	85.08			
498	Long Beach Railroad Company	20.50			
499	McKeesport and Bessemer Railroad Company	1.52	.05		
500	Mifflin and Centre County Railroad Company	12.31			
501	Millstone and New Brunswick Railroad Company.	6.64			
502	Nescopec Railroad Company	11.96			
503	New York Bay Railroad Company	9.11	.74		
504	North and West Branch Railway Company	47.82			
505	Pennsylvania, Schuylkill Valley Railroad Company.	129.80	9.61		
506	Perth Amboy and Woodbridge Railroad Company.	6.40			
507	Philadelphia and Erie Railroad Company	287.56			
508	Philadelphia and Long Branch Railroad Company.	49.09			
509	Philadelphia, Germantown and Chestnut Hill Railroad Company.	7.91	1.16		
510	Pittsburgh, Virginia and Charleston Railway Company.	72.48	[1].04		
511	Pomeroy and Newark Railroad Company	26.70			
512	Ridgway and Clearfield Railroad Company	27.23			
513	Riverfront Railroad Company	3.86			
514	South Fork Railroad Company	8.12			
515	Southwest Pennsylvania Railway Company	108.96			
516	Sunbury and Lewistown Railway Company	43.45			
517	Sunbury, Hazelton and Wilkesbarre Railway Company.	43.44			
518	Susquehanna and Clearfield Railroad Company.	24.89			
519	Tipton Railroad Company	4.44			
520	Trenton Delaware Bridge Company	.19			

[1] Decrease.

EAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
y road, contingent money rental. Operated under resolutions of the directors of spanies, which took effect Jan. 3, 1893, and is terminable at the option of either party, ys notice; net earnings payable to this company.	493
y road, fixed money rental. Leased Jan. 1, 1861, for 999 years; annual rental, 7 per capital stock, 4 per cent interest on bonds, all taxes levied on stock and bonds, and ation expenses up to $2,000.	494
y road, contingent money rental. Leased July 8, 1889, for 50 years; rental, 5 per cent sum on capital stock, interest on bonds and taxes, balance divided equally between nd lessor.	495
y road, fixed money rental. Leased Jan. 1, 1887, for 5 years, at $30 per annum. d by agreement, dated, Mar. 15, 1892, for 1 year from Jan. 1, 1892, and thereafter from year, terminable upon 6 months' notice; rental, $30 per annum.	496
ry road, contingent money rental. Leased Jan. 1, 1880, for 99 years; rental, net earn- "Line owned" includes 24 miles over the Lewisburg Bridge.	497
ry road, contingent money rental. Operated by the Pennsylvania R. R. as agent resolution adopted June 28, 1886, terminable on 30 days' notice; rental, net earnings.	498
ry road, contingent money rental. Leased July 20, 1891, terminable on 30 days : rental, net earnings.	499
ry road, contingent money rental. Leased Mar. 19, 1863, for 999 years; rental, net gs.	500
ry road, contingent money rental. Operated since Feb. 1, 1886, by Pennsylvania R. der a temporary arrangement, without any written contract, that company paying all es and charging deficiency in net receipts to this company.	501
ary road, contingent money rental. Operated under resolutions of board of directors ct, Apr. 25, 1887, terminable at any time, on 30 days' notice; net earnings payable to ompany.	502
ary road, other relation. Controlled through ownership of capital stock.....	503
ary road, contingent money rental. Agreement dated Nov. 23, 1881, to continue until 1, 1901; net earnings to be paid this company.	504
ary road, contingent money rental. Leased Dec. 1, 1885, for 50 years; rental, net earn-	505
ary road, contingent money rental. Operated as of date Jan. 1, 1889, by virtue of reso- ns adopted May 6, 1889, by stockholders of this company, and June 26, 1889, by directors nsylvania R. R.; net earnings paid to this company.	506
iary road, contingent money rental. Lease executed Jan. 6, 1862; modified Jan. 1, 1870, 99 years, from Jan. 6 1862; surplus of gross receipts, after paying operating expenses, to be applied to organization expenses and interest on bonds; any balance to be paid r.	507
iary road, contingent money rental. Leased Jan. 1, 1884, for 50 years; any surplus of ngs after paying operating and other expenses to be paid lessor.	508
iary road, contingent money rental. Leased May 1, 1883, for 30 years; rental, net earn-	509
iary road, contingent money rental. Leased Apr. 1, 1882, for 50 years; rental, net earn-	510
iary road, contingent money rental. Leased Mar. 1, 1880, for 99 years; rental, net earn-	511
iary road, contingent money rental. Operated under resolutions of board of directors, ted July 23, 1884, terminable at option of either party, on 30 days' notice; net earnings to this company.	512
iary road, fixed money rental. Leased May 1, 1882, for 50 years; rental, $23,000 per m.	513
iary road, contingent money rental. Agreement, dated Aug. 15, 1891, terminable at the n of either party on 30 days' notice, in writing; net earnings paid to this company.	514
iary road, contingent money rental. Leased Apr. 1, 1892, for one year, renewable every : net earnings paid to this company.	515
iary road, contingent money rental. Leased July 1, 1876, for 99 years; operated for cost me-half of net earnings after payment of interest on outstanding bonds.	516
iary road, contingent money rental. Leased May 1, 1878, for 50 years; net earning paid is company.	517
iary road, contingent money rental. Operated under resolutions of board of directors ted July 23, 1884, terminable at the option of either party, on 30 days' notice; net earn- paid to this company.	518
iary road, contingent money rental. Agreement dated May 1, 1886, terminable at the n of either party on 30 days' notice; net earnings paid to this company.	519
iary road, fixed money rental. Trackage contract, June 20, 1877, for 993 years, 5 months 10 days; annual rental, $28,000 and taxes.	520

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND

No.	1	2	3	4
	Name of road.	LINE OWNED.		LINE OPER
		Length.	Increase as shown by comparison with June 30, 1892.	Length.
		Miles.	*Miles.*	*Miles.*
	Pennsylvania Railroad Company—Continued.			
521	Tyrone and Clearfield Railway Company	127.68	3.36	
522	United New Jersey Railroad and Canal Company.	144.83	.11	
523	Belvidere Delaware Railroad Company	79.04		
524	Enterprise Railroad Company	1.26		
525	Martins Creek Railroad Company of New Jersey.	.14		
526	Martins Creek Railroad Company of Pennsylvania.	.15		
527	Camden and Burlington County Railroad Company.	29.61		
528	Mount Holly, Lumberton and Medford Railroad Company.	5.95		
529	Philadelphia and Trenton Railroad Company.	27.12	.62	
530	Connecting Railway Company	6.75		
531	Rocky Hill Railroad and Transportation Company.	2.38		
532	Vincentown Branch Railroad Company	2.84		
533	West Chester Railroad Company	5.00		
534	Western Pennsylvania Railroad Company	117.50	.34	
535	Allegheny Valley Railway Company	260.30		260.30
536	Camden and Atlantic Railroad Company	68.78		81.39
537	Philadelphia, Marlton and Medford Railroad Company.	11.71		
538	Cumberland Valley Railroad Company	82.18		[1] 144.93
539	Cumberland Valley and Martinsburg Railroad Company.	[2] 33.65		
540	Dillsburg and Mechanicsburg Railroad Company.	7.70		
541	Southern Pennsylvania Railway and Mining Company.	21.40		
542	Junction Railroad Company (of Philadelphia)	3.56		3.56
543	Northern Central Railway Company	148.24		372.83
544	Elmira and Lake Ontario Railroad Company	99.61		
545	Elmira and Williamsport Railroad Company	75.50		
546	Lykens Valley Railroad and Coal Company	19.70		
547	Shamokin Valley and Pottsville Railroad Company.	29.78		

[1] Includes 33.65 miles lying in Group IV; see note 2.
[2] Lies in Group IV.

THE YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
Subsidiary road, fixed money rental. Leased Jan. 1, 1882, for 50 years; lessee to pay annually all taxes, interest on bonds, sinking fund organization expenses up to $1,000, and 5 per cent on capital stock.	521
Subsidiary road, contingent money rental. Leased June 30, 1871, for 999 years; annual rental, 10 per cent on capital stock, taxes, interest on funded and other debts, damages, losses, etc.	522
Subsidiary road, contingent money rental. Leased Jan. 1, 1876, to June 30, 2870; assigned to Pennsylvania R. R. Mar. 7, 1876; revenue to be applied, first, to operation; second, to interest on bonds; any balance to be paid lessor.	523
Subsidiary road, other relation. Controlled through ownership of capital stock	524
do	525
do	526
Subsidiary road, fixed money rental. Leased Apr. 24, 1858, for the term of its corporate existence, to Camden & Amb. R. R., one of the constituent companies of United N. J. R. R. & Canal Co.; annual rental 6 per cent on capital stock and bonds and $500 for organization expenses; lease assigned to Pennsylvania R. R. June 30, 1871.	527
Subsidiary road, fixed money rental. Leased Mar. 11, 1873, during corporate existence, at $11,189 per annum; lease assigned to Pennsylvania R. R. June 13, 1871.	528
Subsidiary road, fixed money rental. Leased June 30, 1871, from United N. J. R. R. & Canal Co. for 999 years; annual rental, 10 per cent on capital stock (excluding 7,650 shares owned by United N. J. R. R. & Canal Co.), taxes, assessments, etc.	529
Subsidiary roads, fixed money rental. Leased Feb. 18, 1863, for 999 years; annual rental, 6 per cent on capital stock, 6 per cent on bonds and taxes; included in lease to Pennsylvania R. R.	530
Subsidiary road, fixed money rental. Leased Nov. 22, 1869, for the term of its charter, to Camden & Amb. R. R., one of the constituent companies of United N. J. R. R. & Canal Co., at 6 per cent per annum on capital stock; lease assigned to the Pennsylvania R. R. Nov., 1871.	531
Subsidiary road, fixed money rental. Leased Apr. 7, 1868, for corporate existence; annual rental, 6 per cent on capital stock owned by individuals, which is $15,000; the other $10,000 is owned by lessee, and nothing is paid on it.	532
Subsidiary road, fixed money rental. Leased Aug. 6, 1879, for 99 years; annual rental, 5 per cent on capital stock, interest on bonds, sinking fund charges, and taxes.	533
Subsidiary road, contingent money rental. Leased June 1, 1888, for 40 years; net earnings paid to this company.	534
Operating road, subsidiary, other relation; majority of capital stock and about one-fifth of outstanding bonds owned by Pennsylvania R. R.	535
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	536
Subsidiary road, contingent money rental. Leased Jan. 1, 1885, terminable on 30 days' notice; surplus from operation paid lessor.	537
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	538
Subsidiary road, contingent money rental. Leased Mar. 17, 1888, for 99 years; receipts from operations to be applied to maintain the road, pay operating expenses, taxes, insurance, etc.; balance to be paid lessor.	539
Subsidiary road, contingent money rental. Leased Jan. 1, 1873, for 99 years; terms of lease same as Cumb. Vy. & Martinsb. R. R.	540
Subsidiary road, contingent money rental. Leased Mar. 1, 1870 for 199 years; terms of lease same as Cumb. Vy. & Martinsb. R. R.	541
Operating road, subsidiary, other relation. The Pennsylvania, Phila., Wilm. & Balt., and Phila. & Read. R. Rs. use this company's tracks, paying a certain rate per car per mile, the Junction R. R. paying the company moving the traffic, for he use of the motive power.	542
Operating road, subsidiary, other relation. Controlling nterest in capital stock owned by Pennsylvania R. R.	543
Subsidiary road, contingent money rental. Contract terminable at the option of either party, on 30 days' notice; net receipts, after paying charges for use of equipment, paid to this company. Contract took effect Jan. 1, 1877. Controlled through ownership of entire capital stock, by the Nn. Cent. Ry.	544
Subsidiary road, fixed money rental. Leased May 1, 1863, for 999 years; annual rental, 7 per cent on preferred and 5 per cent on common stock; interest on bonds and on $3,000 for organization expenses.	545
Subsidiary road, fixed money rental. Leased Mar. 1, 1866, for 999 years to Summit Brh. R. R.; annual rental, $62,500, taxes, charges, etc.	546
Subsidiary road, fixed money rental. Leased Feb. 27, 1863, for 999 years; annual rental, 7 per cent interest on bonds, 6 per cent on capital stock, and taxes.	547

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1	2	3	4	
	Name of road.	LINE OWNED.		LINE OPER.	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	I a l J
		Miles.	*Miles.*	*Miles.*	
	Pennsylvania Railroad Company—Continued.				
	Northern Central Railway Company—Contd.				
548	Baltimore and Sparrows Point Railroad Company.	5.19	.....	5.19	..
549	Union Railroad Company (of Baltimore)	9.62	.....	9.62	..
550	Philadelphia, Wilmington and Baltimore Railroad Company.	117.85	[1] 2.74	[2] 669.56	
551	Baltimore and Potomac Railroad Company	98.21	1.18	.....	..
552	Catonsville Short Line Railroad Company	3.80	.....	.....	..
553	Cambridge and Seaford Railroad Company	27.24	.....	.....	..
554	Delaware Railroad Company	117.60	.....	.....	..
555	Delaware and Chesapeake Railway Company	54.30	.....	.....	..
556	Delaware, Maryland and Virginia Railroad Company.	[2] 97.53	.....	.....	..
557	Philadelphia and Baltimore Central Railroad Company.	73.68	.....	.....	..
558	Chester Creek Railroad Company	6.60	.....	.....	..
559	Queen Anne's and Kent Railroad Company	25.90	.....	.....	..
560	South Chester Railroad Company	2.72	2.72	.....	..
561	West Jersey Railroad Company	185.53	[1] .27	221.09	
562	Alloway and Quinton Railroad Company	4.22	.....	.....	..
563	West Jersey and Atlantic Railroad Company	39.74	.24	.....	..
564	Richland and Petersburg Railroad Company	[3] 22.04	22.04	[3] 22.04	
565	Winslow and Richland Railroad Company	[3] 11.45	11.45	[3] 11.45	
566	Pennsylvania and Northwestern Railroad Company.	74.76	2.65	74.76	
567	People's Railway Company	4.61	.....	4.61	..
568	Perry County Railroad Company	[3] 13.85	.....	[3] 13.85	..
569	Philadelphia and Reading Railroad Company	327.00	.....	2,193.65	
570	Allentown Railroad Company	4.50	.....	.....	..
571	Allentown Terminal Railroad Company	3.30	.....	.....	..
572	Catawissa Railroad Company	98.50	.....	.....	..
573	Chestnut Hill Railroad Company	4.00	.....	.....	..
574	Colebrookdale Railroad Company	12.30	.....	.....	..
575	Danville and Shamokin Railroad Company	.30	.....	.....	..
576	Dauphin and Berks Railroad Company		.....	.....	..
577	Delaware and Bound Brook Railroad Company	30.70	.....	.....	..

[1] Decrease. [2] Includes .06 mile lying in Group IV. [3] Unofficial figure

AR ENDING JUNE 30, 1898—Continued.

6	
Remarks.	No.
ad, subsidiary	548
ad, subsidiary, other relation. Controlled through ownership of entire capital	549
ead, subsidiary, other relation. Controlled through ownership of majority of ock.	550
road, contingent money rental. Contract took effect Nov. 1, 1891, and is terminable ion of either company upon giving 30 days' notice in writing; net earnings paid to any.	551
road, contingent money rental. Leased Dec. 6, 1883; the lessor receives 40 per cent rnings. Leased to the Phila., Wilm. & Balt. R. R. with the Balt. & Pot. R. R., Dec. r 99 years; rental, net earnings.	552
road, contingent money rental. Agreement dated May 16, 1883; took effect June 1, minable on 30 days' notice; net earnings paid to this company.	553
road, contingent money rental. Leased May 5, 1855; renewed Apr. 23, 1875; re- ew. 13, 1882; expires May 4, 1897. Annual rental, 6 per cent on capital stock, inter- nded and floating debt, and one-half of any surplus over 6 per cent of net earnings.	554
road, contingent money rental. Agreement took effect July 1, 1882; terminable on notice; net earnings paid to this company.	555
road, contingent money rental. Agreement dated Aug. 1, 1885; took effect July 1, minable on 30 days' notice; net earnings paid to this company.	556
y road, contingent money rental. Agreement dated Aug. 1, 1881; took effect Sept. 1, minable on 6 months' notice; net earnings paid to this company.	557
y road, fixed money rental. Leased Jan. 13, 1868, for 999 years; rental, 6 per cent on stock and bonds, and taxes.	558
y road, contingent money rental. Agreement dated Oct. 14 and 15, 1881; took ept. 1, 1881; terminable on 30 days' notice; net earnings paid to this company.	559
y road. Included in "operation" of the Phila., Wilm. & Balt. R. R. as sliding	560
road, subsidiary, other relation	561
y road, fixed money rental. Leased Jan. 1, 1892. May be terminated upon 6 months' notice. Rental, $1 per annum.	562
y road, contingent money rental. Leased Dec. 29, 1879, terminable at one years' lessee to furnish equipment and operate the road at cost, paying lessor any surplus eration.	563
g road, subsidiary	564
	565
g road, independent	566
	567
	568
g road, independent; A. A. McLeod, E. N. Paxon, E. P. Wilbur, Receivers; appointed , 1898.	569
y road, contingent money rental. Controlled through ownership of majority of capi- k and operated under oral agreement; expenses of operation sustained by Phila. and t. R., which also pays 30 per cent of gross receipts to this company.	570
y road, fixed money rental. Leased July 10, 1889, for 999 years, to the Lehigh Coal Co. and the Phila. & Read. R. R. Rental $40,500 per annum. The Lehigh Coal & a. assigned the lease under the same date to the Cent. R. R. of N. J., which company s the road jointly with the Phila. & Read. R. R.	571
y road, contingent money rental. Leased Oct. 10, 1872, for 999 years; lessee pays ng expenses, interest on mortgage bonds, and a minimum sum of $226,000 per annum. 30 per cent of gross receipts exceeds interest on said bonds and said sum, rental is upon gross receipts, lessee retaining therefrom an amount sufficient to pay said t.	572
y road, fixed money rental. Leased Dec. 2, 1870, for 999 years; annual rental, 12 per capital stock and $2,000 for organization expenses.	573
y road, contingent money rental. Leased Jan. 17, 1870, for twenty years, from Jan. lessee pays all operating expenses, and, as rental, a sum equal to 30 per cent of receipts. Lease expired Jan. 1, 1890; road still operated under former lease by mutual ent.	574
y road, other relations. "Line owned" under construction, not operated	575
y road, under construction. No line completed	576
y road, fixed money rental. Leased May 1, 1879, for 900 years; annual rental, interest ed and floating debt, $8,000 per annum for organization expenses, 8 per cent on capital nd taxes.	577

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	I a b J
		Miles.	*Miles.*	*Miles.*	
	Philadelphia and Reading Railroad Company—Continued.				
	Delaware and Bound Brook Railroad Company—Continued.				
578	East Trenton Railroad Company	3.00			
579	East Pennsylvania Railroad Company	36.00			
580	Lehigh Valley Railroad Company	328.76	14.33		
581	Buffalo Creek Railroad Company	5.82			
582	Easton and Amboy Railroad Company	69.20	.01		
583	Lehigh Valley Terminal Railway Company	30.14	[1] 1.30		
584	Lehigh Valley Railway Company	280.96	145.75		
585	Hayt's Corner, Ovid and Willard Railroad Company.	5.18			
586	Loyalsock Railroad Company	43.41	15.69		
587	Pennsylvania and New York Canal and Railroad Company.	125.47	13.93		
588	Schuylkill and Lehigh Valley Railroad Company.	[2] 40.54			
589	Southern Central Railroad Company	114.71	[1] .32		
590	State Line and Sullivan Railroad Company	24.00			
591	Waverly and State Line Railway Company	.40			
592	Wilkesbarre and Harvey's Lake Railroad Company.	13.78	.28		
593	Little Schuylkill Navigation Railroad and Coal Company.	31.10			
594	East Mahanoy Railroad Company	14.10			
595	Mill Creek and Mine Hill Navigation and Railroad Company.	3.80			
596	Mine Hill and Schuylkill Haven Railroad Company.	51.80			
597	Mount Carbon and Port Carbon Railroad Company.	2.50	[1] .06		
598	Norristown Junction Railroad Company	.40			
599	North Pennsylvania Railroad Company	86.40			
600	Philadelphia and Frankford Railroad Company.	2.72	[1] .03		

[1] Decrease. [2] Unofficial figures.

ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
d, other relation. Entire capital stock owned by Del. & Bound Brk. R. R. ; Phila. & Read. R. R., with Del. & Bound Brk. R. R.	578
l, fixed money rental. Leased May 19, 1869, for 999 years; lessee pays taxes, nds and, to the stockholders direct, 6 per cent per annum on capital stock.	579
d, fixed money rental. Leased Feb. 11, 1892, for 999 years, from Dec. 1, 1891, st on bonds, dividend on stock, maintenance of way, and all other expenses con- the corporation.	580
d, fixed money rental. Leased Dec. 31, 1889, until Jan. 25, 1969, jointly to N. Y., 'n., and Lehigh Vy. R. Rs.; rental, a sum equal to interest on $250,000 mortgage cent dividend on $250,000 capital stock, and not exceeding $500 for organization	581
ad, fixed money rental. Leased Mar. 25, 1878; rental, cost of maintenance of way, y expenses, including taxes and interest on bonds. Leased to the Phila. & Read. 11, 1892, for 999 years, from Dec. 1, 1891, at the same rental. Operated by the ad. R. R. since May 24, 1893, under special agreement.	582
ad, contingent money rental. Operated since May 24, 1893, by the Easton & R.; rental, cost of maintenance of way, necessary cost to maintain corporation, r national or local, and interest on bonds of the company.	583
ad, fixed money rental. Leased Jan. 1, 1891, for 999 years; rental, maintenance necessary expenses, including taxes and interest on bonds. Leased to the Phila. . R., Dec. 1, 1891, for 999 years, at the same rental.	584
oad, fixed money rental. Leased Dec. 27, 1882, for 999 years, to Geneva, Ith. & ., at an annual rental of $1 and expenses of maintenance and operation, and taxes, l party reserving the right to terminate lease by giving six months' notice in	585
oad, other relation. Controlled through ownership of entire capital stock. Oper- e Phila. & Read. R. R., through lease of the Lehigh Vy. R. R., dated Feb. 11, 1892, rs.	586
oad, fixed money rental. Leased Dec. 11, 1888, for 99 years. Rental, maintenance terest on bonds, and all taxes and other expenses connected with the corporate on. Leased to the Phila. & Read. R. R., Feb. 11, 1892, from Dec. 1, 1891, for 999 he same rental.	587
oad	588
road, contingent money rental Leased Jan. 1, 1887, for 975 years; lessee to pay essments, debts, and interest thereon, interest on bonds, and $500 per annum, for ion expenses; any surplus of earnings in any year up to 3 per cent on capital stock l lessor, and above that sum to be retained by lessee; if surplus exceeds 6 per cent l stock, such excess over 6 per cent to be divided equally between lessee and lessor.	589
road, fixed money rental. Leased May 1, 1884, for 50 years; annual rental, $40,000 xes, assessments, etc.	590
road, other relation. Operated by the Phila. & Read. R. R., lessee of the Lehigh .. through ownership of capital stock.	591
road, other relation. Operated through ownership of capital stock. Operated by . & Read. R. R., through lease from the Lehigh Vy. R. R., dated Dec. 1, 1891, for	592
road, fixed money rental. Leased July 7, 1868, for 93 years; annual rental, $185,227	593
road, fixed money rental. Leased Jan. 12, 1863, for 99 years; subleased to Phila. & R., July 7, 1868, for remainder of term; annual rental, 6 per cent on capital stock and taxes, etc.	594
road, fixed money rental. Leased July 25, 1861, for 999 years; annual rental, $33,000 taxes.	595
road, fixed money rental. Leased May 12, 1864, for 999 years; annual rental, 8 per apital stock.	596
road, fixed money rental. Leased Mar. 5, 1860, for 50 years; annual rental, $36,250...	597
road, fixed money rental. Operated under verbal agreement based upon the amount st on bonds.	598
road, fixed money rental. Leased May 1, 1879, for 990 years; annual rental, inter- nds, 6 per cent on floating debt, 8 per cent on capital stock, taxes, and $12,000 for ion expenses.	599
road. "Line owned," not in operation	600

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPER. Length.	I a J
		Miles.	*Miles.*	*Miles.*	
	Philadelphia and Reading Railroad Company—Continued.				
601	Philadelphia and Reading Terminal Railroad Company.	1.32	1.32	.....	..
602	Philadelphia, Germantown and Norristown Railroad Company.	20.60	.90	.....	..
603	Plymouth Railroad Company	8.90	.....	.....	..
604	Philadelphia, Harrisburg and Pittsburg Railroad Company.	40.60	.....	.....	..
605	Pickering Valley Railroad Company	11.30	.....	.....	..
606	Schuylkill and Lehigh Railroad Company	44.00	.....	.....	..
607	Schuylkill River, West Side Railroad Company	.....	.....	.....	..
608	Schuylkill Valley Navigation and Railroad Company.	11.00	.....	.....	..
609	Shamokin, Sunbury and Lewisburg Railroad Company.	31.10	.....	.....	..
610	Slatington Railroad Company	.....	.....	.....	..
611	Atlantic City Railroad Company	83.46	.....	97.46	...
612	Brigantine Beach Railroad Company	14.00	[1] .80	.....	...
613	Camden County Railroad Company	7.30	.....	7.30	...
614	Chester and Delaware River Railroad Company.	5.70	.....	5.70	...
615	Gettysburg and Harrisburg Railway Company.	34.60	.....	34.60	...
616	Middletown and Hummelstown Railroad Company.	6.60	.....	6.60	...
617	Northeast Pennsylvania Railroad Company	25.60	.....	25.60	...
618	Pennsylvania, Poughkeepsie and Boston Railroad Company.	48.57	.....	95.84	...
619	Campbell Hall Connecting Railway Company.	3.78	.....	.....	...
620	Perkiomen Railroad Company	38.50	.....	38.50	...
621	Philadelphia and Chester Valley Railroad Company.	21.50	.....	21.50	...
622	Philadelphia and Northern Railroad Company	.....	.....	.....	...
623	Port Reading Railroad Company	20.04	.45	20.04	
624	Reading and Columbia Railroad Company	52.70	.....	74.30	...
625	Lancaster and Reading Narrow Gauge Railroad Company.	15.30	.....	.....	...
626	Reading, Marietta and Hanover Railroad Company.	6.30	.....	.....	...
627	Rupert and Bloomsburg Railroad Company	1.60	.....	2.40	...
628	Stony Creek Railroad Company	10.30	.....	10.30	...
629	Tamaqua, Haselton and Northern Railroad Company.	9.90	.....	9.90	...
630	Philadelphia, Newtown and New York Railroad Company.	20.90	.....	20.90	...
631	Philadelphia, Reading and New England Railroad Company.	57.60	57.60	[2] 161.00	
632	Dutchess County Railroad Company	12.40	.....	.....	
633	Hartford and Connecticut Western Railroad Company.	[2] 109.75	.....	.....	...
634	Port Jervis, Monticello and New York Railroad Company.	41.05	.....	41.05	...

[1] Decrease.

[2] Includes 67.25 miles lying in Group

AR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
ad, fixed money rental. Leased May 1, 1891, for 999 years; rental, $600,000 per be applied to the payment of interest on bonds.	601
ead, fixed money rental. Leased Nov. 10, 1870, for 999 years; annual rental, and $8,000 for organization.	602
ad, fixed money rental. Included in lease of Phila., Germant., & Norrist. R. R. Read. R. R.	603
road, fixed money rental. Controlled through ownership of majority of capital operated under lease dated Oct. 15, 1890, for 999 years, under which the lessee pays of operating, all taxes, and fixed charges.	604
road, contingent money rental. Leased Sept. 1, 1877, for 29 years; rental 30 per ross earnings.	605
road, contingent money rental. Leased May 1, 1883, for 999 years; lessee to pay ing expenses and financial obligations of lessor.	606
road, under construction. No line completed	607
road, fixed money rental. Leased July 25, 1861, for 999 years; annual rental, $29,450 taxes.	608
road, contingent money rental. Leased July 20, 1883, for 999 years; lessee pays all expenses and financial obligations of lessor.	609
road. Under construction, no line completed	610
road, subsidiary, other relation. Controlled through ownership of majority of cap-	611
road, contingent money rental. Leased in Mar., 1890, for 10 years; lessee pays all d cost of maintenance and, as a rental, 30 per cent of gross earnings up to $100,000, ent from $100,000 to $200,000, and 35 per cent for all over $200,000 per annum.	612
road, subsidiary, other relation. Controlled through ownership of capital stock	613
road, subsidiary, other relation	614
	615
	616
road, subsidiary, other relation. Controlled through ownership of majority of capital	617
road, subsidiary, other relation. Henry H. Kingston, Receiver; appointed Feb. 17, perated by the Phila. & Read. R. R., as agent for the Receiver, from May 1, 1892, pay- operating expenses and retaining all receipts.	618
road, other relation, Controlled through ownership of capital stock	619
road, subsidiary, fixed money rental. Principal and interest of bonds guaranteed & Read. R. R.	620
road, subsidiary, other relation. Controlled through ownership of majority of stock; interest on bonds guaranteed.	621
road, subsidiary, under construction. No line completed. No information	622
road, subsidiary, other relation. Controlled through ownership of majority of capi-	623
	624
road, contingent money rental. Leased Mar. 13, 1874, to date from May 12, 1873, for s from completion of road; lessee to pay interest and taxes on outstanding bonds and nt of gross receipts in excess thereof.	625
road, other relation. Controlled through ownership of capital stock	626
road, subsidiary, other relation	627
road, subsidiary, fixed money rental. Principal and interest of bonds guaranteed by Read. R. R.	628
road, subsidiary	629
road, independent.	630
	631
road, fixed money rental. Leased Feb. 1, 1892, for 300 years; rental, interest on stock is and $1,100 per annum for maintenance of organization. Controlled through own- majority of capital stock.	632
road, other relation. Controlled through ownership of capital stock	633
road, independent.	634

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND MIL

No.	1 Name of road	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERATI Length.	Inc as s by pa w Jun 18
		Miles.	*Miles.*	*Miles.*	M
635	Poughkeepsie and Eastern Railway Company [1]	34.99	34.99	34.99	
636	Prospect Park and Coney Island Railroad Company.	[2] 5.87	.....	[2] 13.51	.....
637	New York and Coney Island Railroad Company.	[2] 2.41	.....	.....	.....
638	Prospect Park and South Brooklyn Railroad Company.	[2] 1.15	.....	.....	.....
639	Raritan River Railroad Company	[2] 16.78	.94	16.78	
640	Reynoldsville and Falls Creek Railroad Company.	14.50	.....	14.50	.....
641	Rochester and Lake Ontario Railway Company.	6.05	.....	6.05	.....
642	Rockaway Valley Railroad Company	23.50	[3] 2.50	23.50	[3]
643	Salamanca Air Line Railroad Company	8.00	.....	.....	[3]
644	Seneca Falls and Cayuga Lake Railroad Company.	[2] 2.83	.....	[2] 2.83	
645	Shade Creek Railroad Company	[2] 1.00	1.00	[2] 1.00	
646	Sharpsville Railroad Company	20.53	.....	20.53	.....
647	Silver Lake Railway Company	6.86	.....	6.86	.....
648	Sinnemahoning Valley Railroad Company	12.23	.....	12.23	.....
649	Skaneateles Railroad Company	[2] 5.00	.....	[2] 5.00	.....
650	Slate Run Railroad Company	15.00	.....	15.00	.....
651	Somerset County Railroad Company	[2] 8.90	.....	[2] 8.90	.....
652	Southfield Branch Railroad Company	[2] 1.00	.....	.....	[3]
653	Staten Island Rapid Transit Railroad Company.	10.30	.....	23.00	.....
654	Staten Island Railway Company	12.70	.....	.....	.....
655	Sterling Mountain Railway Company	[2] 7.60	.....	[2] 7.60	.....
656	Stewartstown Railroad Company	7.20	.....	7.20	.....
657	Strasburg Railroad Company	[2] 4.25	.....	[2] 4.25	.....
658	Susquehanna Railroad Company	[2] 14.00	10.00	.....	.....
659	Tuckerton Railroad Company	29.00	.....	29.00	[5]
660	Tuscarora Valley Railroad Company	[2] 17.50	17.50	.....	.....
661	Ulster and Delaware Railroad Company	74.00	.....	86.40	.....
662	Delaware and Otsego Railroad Company	8.79	.....	.....	.....
663	Hobart Branch Railroad Company	3.61	.....	.....	.....
664	Kaaterskill Railroad Company	7.50	.....	7.50	.....
665	Catskill and Tannersville Railroad Company.	1.00	1.00	.....	.....
666	Stony Clove and Catskill Mountain Railroad Company.	14.30	.....	14.30	.....
667	Unadilla Valley Railway Company	[2] 5.00	5.00	.....	.....
668	Union Transportation Company	.....	.....	24.80	
669	Pemberton and Hightstown Railroad Company.	24.80	.42	.....	.....
670	Ursina and North Fork Railway Company	4.00	.....	4.00	.....
671	Utica and Unadilla Valley Railroad Company	[2] .75	.....	.....	.....
672	Washington and Potomac Railroad Company	20.00	[3] 2.00	20.00	
673	Wellsville, Coudersport and Pine Creek Railroad Company.	10.12	.....	12.32	
674	State Line Railroad Company	2.20	1.87	.....	.....
675	Western Maryland Railroad Company	90.00	.....	[4] 134.10	.....
676	Baltimore and Cumberland Valley Railroad Company.	4.55	.....	.....	.....
677	Baltimore and Cumberland Valley Railroad Extension Company.	26.52	.....	.....	.....
678	Baltimore and Cumberland Valley Railway Company.	3.03	.....	.....	.....
679	Baltimore and Harrisburg Railway Company	66.00	.....	93.60	.....
680	Baltimore and Harrisburg Railway Company, Western Extension.	15.00	.....	.....	.....
681	Berlin Branch Railroad Company	7.00	.....	7.00	.....
682	Potomac Valley Railroad Company	[4] 14.30	14.30	14.30	[4]

[1] Report for period, Apr. 13 to June 30, 1893.
[2] Unofficial figures.
[3] Decrease.
[4] Includes .70 mile lying in Group I

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
g road, independent.	635
	636
ry road.	637
	638
g road, independent.	639
	640
	641
	642
agging road. Owned by D. H. Paterson. "Line owned" not in operation	643
g road, independent.	644
	645
	646
	647
	648
	649
	650
	651
dent road. "Line owned" not in operation.	652
g road, independent.	653
ry road, fixed money rental. Leased June 30, 1883, for 99 years; possession given July 4; rental, $80,600 per annum.	654
g road, independent.	655
	656
	657
dent road. "Line owned" not in operation.	658
g road, independent.	659
dent road. "Line owned" not in operation.	660
g road, independent.	661
ry road, fixed money rental. Leased Feb. 1, 1893, for 999 years, at nominal rental of $1.	662
ry road, fixed money fental. Leased June 10, 1889, for 999 years from June 1, 1888, at a al rental of $1 per annum; under lease Ulster & Del. R. R. acquired the capital stock is company by exchanging therefor $50,000 of its new 5 per cent first mortgage bonds.	663
g road, subsidiary, other relation. Controlled through ownership of capital stock.	664
ry road, other relation. Controlled through ownership of capital stock.	665
g road, subsidiary, other relation. Controlled through ownership of capital stock.	666
dent road. "Line owned" not in operation.	667
g road, independent.	668
ry road, fixed money rental. Leased Aug. 1, 1888, for 1 year, with privilege of further of 2 years from Aug. 1, 1889, with privilege of extension for 5 years from Aug. 1, 1891; 1, 1889, $500; 1890, $1,000; 1891, $1,500, and succeeding years at a price to be mutually d upon.	669
g road, independent. Feeder to Pittsb. & Connellsv. R. R. at Ursina, Pa.	670
dent road. "Line owned" not in operation.	671
g road, independent. Operated by Charles H. Green.	672
g road, independent.	673
ry road, fixed money rental. Leased June, 1891, for 99 years; rental $1 per annum.	674
g road, independent.	675
ry road, fixed money rental. Leased July 1, 1879, for 50 years; annual rental, $4,368, st on first-mortgage bonds.	676
ry road, fixed money rental. Leased July 1, 1881, for 50 years, for 7 per cent on $270,000 l stock and 6 per cent on $230,000 first-mortgage bonds.	677
ry road, fixed money rental. Leased July 1, 1879, for 50 years; annual rental, $2.910, st on first-mortgage bonds.	678
g road, subsidiary, other relation. Leased Oct. 25, 1886, for 50 years. Controlled gh ownership of capital stock.	679
ry road, fixed money rental. Leased June 1, 1889, for 50 years; rental 5 per cent inter- bonds. Controlled through ownership of capital stock.	680
g road, subsidiary, other relation. No contract; train service performed by Wn. Md. at 40 cents per train mile.	681
g road, subsidiary.	682

GROUP II. TABLE I.—CLASSIFICATION OF RAILWAYS AND MIL

No.	1	2	3	4	
	Name of road.	LINE OWNED.		LINE OPERATI	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	Inc as s by pa w Jun 18
		Miles.	*Miles.*	*Miles.*	*Mi*
683	Western New York and Pennsylvania Railroad Company.	425.77	.....	660.31	
684	Bradford Railway Company	14.75	.....	.....	.....
685	Genesee Valley Canal Railroad Company	98.61	.....	.....	.....
686	Genesee Valley Terminal Railroad Company	2.46	.....	.....	.....
687	Kendall and Eldred Railroad Company	18.28	.....	.....	.....
688	Kinsua Railway Company	14.04	.....	.....	.....
689	McKean and Buffalo Railroad Company	22.15	.....	.....	.....
690	Olean, Bradford and Warren Railroad Company in New York.	12.53	.....	.....	.....
691	Olean, Bradford and Warren Railway Company in Pennsylvania.	10.11	.....	.....	.....
692	Rochester, New York and Pennsylvania Railroad Company.	12.00	.....	.....	.....
693	Union Terminal Railroad Company	2.31	.....	.....	.....
694	Wilkesbarre and Eastern Railroad Company	40.00	40.00	.....	.....
695	Williams Valley Railroad Company	12.00	12.00	12.00	
696	Williamsport and North Branch Railroad Company.	27.00	.....	27.00	.....
697	Wilmington and Northern Railroad Company	88.41	.....	92.30	.....
698	Youghiogheny Railroad Company	15.00	1.00	15.00	

THE YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
ing road, independent. Samuel G. De Coursey, Receiver; appointed Apr. 1, 1893	683
iary road, other relation. Controlled through ownership of entire capital stock	684
	685
	686
	687
	688
	689
	690
	691
	692
	693
ident road. "Line owned" not in operation	694
ng road, independent	695
	696
	697
ng road, independent. Owned by the Penn Gas Coal Co	698

GROUP III. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	I as b p J
	Total—Group III	*Miles.* 22,364.19	*Miles.* 93.17	*Miles.*	
699	Addyston and Ohio River Railroad Company	7.20		7.20	
700	Alliance and Northern Railroad Company	25.00		25.00	
701	Au Sable and Northwestern Railroad Company	[1] 106.00		[1] 106.00	
176	Baltimore and Ohio Railroad Company [2] [Line west of Ohio River.]			[2] 755.75	
702	Baltimore and Ohio and Chicago Railroad Company.	[4] 265.54	1.96		
703	Akron and Chicago Junction Railroad Company.	76.66			
704	Central Ohio Railroad Company	143.83			
705	Sandusky, Mansfield and Newark Railroad Company.	116.25			
706	Cleveland, Wooster and Muskingum Valley Railroad Company.	18.10			
707	Columbus and Cincinnati Midland Railroad Company.	69.80			
708	Newark, Somerset and Straitsville Railroad Company.	46.70			
709	Pittsburgh and Western Railway Company	210.60		352.30	
710	Ellwood Short Line Railroad Company	3.10			
711	Pittsburgh, Cleveland and Toledo Railroad Company.	77.20			
712	Pittsburgh, Painesville and Fairport Railway Company.	61.50			
713	Pittsburg and Northern Railroad Company	[1] 3.00		[1] 3.00	
714	Valley Railway Company (of Ohio)	88.00	.32	88.00	
715	Baltimore and Ohio Southwestern Railroad Company.	280.83		282.03	
716	Barberton Belt Line Railroad Company	5.73	5.73	5.73	
717	Bear Lake and Eastern Railroad Company	18.00		18.00	
718	Beaver and Ellwood Railroad Company	3.00	[5] .40	3.00	
719	Bedford Belt Railway Company	[1] 12.00	12.00	[1] 12.00	
720	Bellaire, Zanesville and Cincinnati Railway Company.	101.75		111.75	
721	Muskingum County Railway Company	[1] 9.00			
722	Cadillac and Northeastern Railroad Company	18.00	[5] 11.00	18.00	[5]
723	Central Union Depot and Railway Company of Cincinnati.	1.44		1.44	
724	Chautauqua Lake Railway Company	23.85		23.85	
725	Chicago and South Bend Railroad Company [6]	3.25	3.25	3.25	
726	Chicago and Southeastern Railway Company (of Indiana).	[1] 100.00		[1] 100.00	
727	Chicago and West Michigan Railway Company	481.50		574.12	
728	Chicago and North Michigan Railroad Company.	92.62	92.62		
729	Detroit, Lansing and Northern Railroad Company.	221.57		323.68	
730	Grand Rapids, Lansing and Detroit Railroad Company.	55.54			

[1] Unofficial figures.
[2] See page 220, No. 176, for totals covering entire road.
[3] Includes 26.32 miles lying in Group VI.
[4] Includes 8.85 miles lying in Group VI.
[5] Decrease.
[6] Report for period, April 15, 1892 to June 30, 1893.

OR THE YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
Operating road, independent	699
....do	700
....do	701
....do	176
Subsidiary road, other relation. Controlled through ownership of capital stock	702
Subsidiary road, contingent money rental. Leased July 1, 1890, for 999 years; rental, $2 per car-load of freight.	703
Subsidiary road, contingent money rental. Leased Dec. 1, 1866, for 20 years, renewable at option of Balt. & Ohio R. R., for 35 per cent of gross earnings and all taxes, not to exceed $35,000 per annum.	704
Subsidiary road, fixed money rental. Leased Feb. 23, 1880, to Cent. Ohio R. R. until 1926; rental, $194,350 first 4 years, $199,350 next 2 years, and, thereafter, during continuance of lease and renewals, $201,850 per annum, and taxes; lease assumed by Balt. & Ohio R. R.	705
Subsidiary road	706
Subsidiary road, fixed money rental. Leased Jan. 1, 1890, for 999 years; lessee guarantees the principal and 4½ per cent interest on bonds.	707
Subsidiary road, contingent money rental. Leased May 20, 1872, for 30 per cent of gross earnings; if insufficient to pay interest of $56,000 annually on bonds, deficit to be made good by lessee. Oct. 8, 1890, bonds extended and interest on them reduced to 5 per cent, amounting to $40,000, payable semi-annually.	708
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	709
Subsidiary road	710
Subsidiary road, contingent money rental. Leased July 15, 1884, for 99 years; lessee to apply income to payment of operating expenses and interest on bonds.	711
Subsidiary road, contingent money rental. Leased Oct. 7, 1886, for 99 years; lessee to maintain and operate road, pay taxes and assessments; lessor to receive all local earnings and proportion of other earnings on pro rata mileage basis; each party to provide its proportion of equipment.	712
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	713
Operating road, subsidiary, other relation Controlled through ownership of majority of capital stock. J. K. Bole and Henry M. Keim, Receivers, appointed June 16, 1892.	714
Operating road, independent	715
Operating road, independent. All yard tracks used for switching purposes	716
Operating road independent	717
....do	718
....do	719
....do	720
Subsidiary road, fixed money rental. Leased Sept. 5, 1883, since which time the lease has been renewed.	721
Private logging road, owned by W. W. Cummer	722
Operating road, independent	723
Operating road, independent. W. E. Griggs, Receiver, appointed July 26, 1890	724
Operating road, independent	725
....do	726
....do	727
Subsidiary road, other relation. Controlled through ownership of capital stock	728
Operating road, subsidiary	729
Subsidiary road, other relation. Controlled through ownership of bonds by the Det., Lans. & No. R. R.	730

GROUP III. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERAT Length.	Inc as s by pa w Ju 1
		Miles.	*Miles.*	*Miles.*	*M*
	Chicago and West Michigan Railway Company—Continued.				
	Detroit, Lansing and Northern Railroad Company—Continued.				
731	Saginaw and Western Railroad Company	42.57	.....	.....	....
732	Saginaw Valley and Saint Louis Railroad Company.	35.50	.....	45.10	....
733	Saginaw and Grand Rapids Railroad Company.	3.60	.....	.....	....
734	Grand Rapids, Transfer and Junction Railroad Company.	1.00	.....	.....	....
735	Chicago, Kalamazoo and Saginaw Railway Company.	44.20	.....	44.20	....
736	Cincinnati and Westwood Railroad Company	5.63	.....	5.63	....
737	Cincinnati, Georgetown and Portsmouth Railroad Company.	42.00	.....	42.00	....
738	Cincinnati, Hamilton and Dayton Railroad Company.	59.74	.....	447.18	....
739	Bowling Green Railroad Company	20.55	.....	.....	....
740	Cincinnati and Dayton Railway Company	13.38	.....	.....	....
741	Cincinnati, Dayton and Ironton Railroad Company.	164.05	.....	.....	....
742	Columbus, Findlay and Northern Railway Company.	17.64	.....	.....	....
743	Dayton and Michigan Railroad Company	140.72	.....	.....	....
744	Piqua and Troy Branch Railroad Company.	8.64	.....	.....	....
745	Cincinnati, Dayton and Chicago Railroad Company.	94.20	.....	95.70	....
746	Cincinnati, Hamilton and Indianapolis Railroad Company.	98.34	.....	98.94	....
747	Cincinnati, Jackson and Mackinaw Railway Company.	323.70	[1] 2.40	346.70	[1]
748	Cincinnati, Lebanon and Northern Railway Company.	37.65	.....	31.05	[1]
749	Cincinnati, New Richmond and Ohio River Railroad Company	14.88	.....	.....	....
750	Cincinnati Northwestern Railway Company	[2] 6.50	.....	[2] 6.50	....
751	Cincinnati, Portsmouth and Virginia Railroad Company.	107.70	.....	111.50	....
752	Columbus and Maysville Railway Company	19.00	.....	19.00	....
753	Cleveland and Marietta Railway Company	97.00	.....	104.70	....
754	Cleveland, Akron and Columbus Railway Company.	177.25	.....	193.85	....
755	Cleveland, Canton and Southern Railroad Company.	204.65	[1] 4.94	216.65	
756	Cleveland Belt and Terminal Railroad Company.[3]	6.57	6.57	.....	....
757	Massillon Railroad Company	5.50	5.50	.....	....
758	Cleveland, Cincinnati, Chicago and Saint Louis Railway Company.[4] [Line east of Terre Haute, Indiana.]	1,207.49	204.12	1,368.11	2
759	Cincinnati and Southern Ohio River Railroad Company.	3.69	.....	.....	....
760	Columbus, Hope and Greensburg Railroad Company.	26.50	.....	.....	....

[1] Decrease.
[2] Unofficial figures.
[3] Report for six months ending June 30, 1893.
[4] See page 220, No. 758, for totals covering road.

EAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
road, fixed money rental. Leased July 1, 1883, for 30 years; lessee guarantees prin- interest of bonds and a dividend of 7 per cent on capital stock.	731
road, subsidiary, contingent money rental. Leased June 2, 1879, to May 1, 1900; arrest on $445,000 bonds, operating expenses and taxes, and rental of Sag. & Gr. Rap. ny deficiency occurs, Sag. Vy. & St. L. R. R. to pay the same out of its own earn- erated by the Det., Lans. & Nn. R. R., that company providing for any deficiency in a interest account.	732
road, fixed money rental. Leased Nov. 11, 1878, in perpetuity; rental, 8 per cent per capital stock.	733
road, other relation. Organized to connect several roads in Grand Rapids, Mich.; se for an indefinite period; no rental received.	734
oad, independent	735
	736
	737
	738
road, other relation. Controlled through ownership of entire capital stock	739
	740
road	741
road, other relation. Controlled through ownership of capital stock	742
road, contingent money rental. Leased May 1, 1863, in perpetuity; lease modified 1870; lessee pays dividends on capital stock, interest on bonds, and organization	743
road, other relation. Controlled through ownership of entire capital stock	744
oad, subsidiary	745
road, subsidiary, other relation. Controlled through ownership of capital stock	746
oad, independent	747
oad, independent. Of "line owned" 6.60 miles leased to the Dayton, Lebanon & Cin- R.	748
it road. "Line owned," not in operation	749
oad, independent	750
	751
oad, subsidiary. Saml. Hunt, Agent for Purchasers	752
road, independent	753
	754
	755
road, contingent money rental. Operated under verbal agreement; rental, 50 per ross earnings and $5,000 per annum for side tracks and storage.	756
road	757
road, independent	758
road, other relation. The Cin., Indpls., St. L. & Chic. Ry. furnished all money to con- ls road. The Clev., Cin., Chic. & St. L. Ry. now owns all of the securities, operating anch of its own line.	759
road, contingent money rental. The Cin., Indpls., St. L. & Chic. Ry. owned all the d a majority of capital stock, and operated the road from May, 1884, applying the ings toward payment of interest on bonds. By virtue of the consolidation of Cin., St. L. & Chic. Ry. with others, on July 1, 1889, into the Clev., Cin., Chic. & St. L. Ry., ls and obligations were vested in the latter Co., which owns the entire capital stock.	760

GROUP III. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	In as by p Ju
		Miles.	*Miles.*	*Miles.*	
	Cleveland, Cincinnati, Chicago and Saint Louis Railway Company—Continued. [Line east of Terre Haute, Indiana.]				
761	Fairland, Franklin and Martinsville Railroad Company.	37.50	.....	.....	...
762	Harrison Branch Railroad Company	7.70	.....	.....	...
763	Vernon, Greensburg and Rushville Railroad Company.	45.10	.....	.....	...
764	Dayton and Union Railroad Company	31.69	.....	46.95	...
765	Mount Gilead Short Line Railway Company	2.00	.....	2.00	...
766	Muncie Belt Railway Company	1.00	1.00	.....	...
767	Peoria and Eastern Railway Company [1] [Line east of Danville, Illinois.]	218.93	.....	218.93	...
768	Cleveland, Lorain and Wheeling Railroad Company.	164.20	.....	164.20	...
769	Columbus, Hocking Valley and Toledo Railway Company.	314.12	.....	319.67	...
770	Columbus, Shawnee and Hocking Railway Company.	115.21	1.34	162.03	
771	Zanesville Terminal Railway Company	4.62	.....	.....	...
772	Crawford and Manistee River Railway Company.	10.00	.....	10.00	...
773	Dayton, Lebanon and Cincinnati Railroad Company.	[2] 23.40	23.40	[2] 30.00	
774	Delta Lumber Railroad Company	[2] 9.50	.....	[2] 9.50	...
775	Deshler and Wayback City Railroad Company	[2] 5.00	.....	[2] 5.00	...
776	Detroit, Bay City and Alpena Railroad Company.	[2] 209.32	.....	[2] 309.32	...
777	Eastern Ohio Railroad Company	19.00	[2] 1.00	19.00	
778	Elkhart and Western Railroad Company	[2] 8.00	.....	[2] 1.00	...
779	Ellwood Connecting Railroad Company	.68	.68	.....	...
780	Evansville and Terre Haute Railroad Company	183.18	.....	165.48	...
781	Evansville Belt Railway Company	4.45	.....	.....	...
782	Evansville and Indianapolis Railroad Company.	134.70	.....	149.90	...
783	Evansville and Richmond Railroad Company	101.40	.....	101.40	...
784	Evansville, Suburban and Newburgh Railway Company.	[2] 10.90	.....	[2] 10.90	...
785	Findlay Belt Railroad Company	[2] 5.25	5.25	.....	...
786	Findlay, Fort Wayne and Western Railroad Company.	60.13	16.35	60.13	
787	Flint and Père Marquette Railroad Company	774.68	10.52	796.95	
788	Bay City Belt Line Railroad Company	6.04	.09	.....	...
789	Grafton and Brunswick Railroad Company	[2] 10.00	10.00	[2] 10.00	
85	Grand Trunk Railway Company: [4]				
790	Chicago and Grand Trunk Railway Company	[5] 326.50	.....	[6] 335.27	...
791	Grand Trunk Junction Railway Company	[7] 3.90	.....	.....	...
792	Cincinnati, Saginaw and Mackinaw Railroad Company.	53.00	.....	53.00	...
793	Chicago, Detroit and Canada Grand Trunk Junction Railway Company.	59.37	.....	59.37	...

[1] See page 220, No. 767, for totals covering entire road.
[2] Unofficial figures. [3] Decrease.
[4] Report not filed; inserted to show relation of seven roads following.
[5] Includes 21.88 miles lying in Group VI.
[6] Includes 30.65 miles lying in Group VI. [7] Lies in Group VI.

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
road, other relation. Controlled through ownership of the entire capital stock.....	761
.....	762
road.....	763
road, subsidiary, other relation. Controlled through ownership of capital stock....	764
road, subsidiary, contingent money rental. Leased Apr. 15, 1880, for 99 years; annual e-third net earnings. "Road owned" by trustees of Mt. Gilead Township.	765
road, subsidiary. "Line owned" not in operation.....	766
road subsidiary, other relation. Controlled through ownership of one-half capital perated by the Clev., Cin., Chic. & St. L. Ry. under guarantee of payment of interest and all current expenses; also the advancement of any deficit. Agreement effec- . 1, 1890.	767
road, independent.....	768
.....	769
.....	770
road, fixed money rental. Leased July 1, 1890, for 99 years; rental, 5 per cent on uaranteed.	771
road, independent.....	772
road, independent. Of "line operated," 6.60 miles leased from the Cin., Leb. &	773
nber road, owned by Delta Lum. Co. Feeder to Minneap., St. P. & S. S. Marie Ry., Junction, Mich.	774
ging road, owned by Ball & Smith. Feeder to Cin., Ham. & Day. R. R., at Deshler,	775
road, independent.....	776
.....	777
road, independent. Of "line owned," 7.00 miles not in operation.....	778
nt road. "Line owned" not in operation.....	779
road, independent. "Line owned" includes 23.00 miles, leased to T. Haute & t. R. R. and Chic. & En. Ill. R. R.	780
road, other relation. Controlled by Evansv. & T. Haute R. R., through ownership ty of capital stock. Operated for one-half its revenue, this company receiving the r.	781
road, subsidiary, other relation. Controlled through ownership of entire capital 'Line owned" includes 5.00 miles not in operation.	782
road: subsidiary, other relation. Controlled through ownership of entire capital	783
road, independent.....	784
nt road. "Line owned" not in operation.....	785
road, independent.....	786
.....	787
road.....	788
road, independent.....	789
	85
road, subsidiary, other relation. Controlled through ownership of bonds.....	790
road, fixed money rental. Leased Dec. 22, 1880, in perpetuity; rental, interest on	791
road, subsidiary, contingent money rental. Operated under agreement dated Nov. or 30 years; rental, 30 per cent of gross earnings, to be applied to half-yearly interest	792
road, subsidiary, fixed money rental. Leased Apr. 1, 1863, for 999 years; annual per cent interest on $1,095,000, first mortgage bonds, and 4 per cent dividends ,600 capital stock.	793

GROUP III. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERAT Length.	Inc as s by pe Ju 1
		Miles.	*Miles.*	*Miles.*	M
	Grand Trunk Railway Company—Continued.				
794	Detroit, Grand Haven and Milwaukee Railway Company.	189.00	.....	189.00	....
795	Michigan Air Line Railway Company.....	105.60	.....	105.60	....
796	Toledo, Saginaw and Muskegon Railway Company.	96.00	.....	116.00	....
797	Hancock and Calumet Railroad Company	21.61	.....	21.61	....
798	Hecla and Torch Lake Railroad Company	6.50	[1] 3.00	6.50	[1]
799	Indiana Northern Railway Company	2.00	2.00	2.00	
800	Indianapolis, Decatur and Western Railway Company. [2] [Line in Indiana.]	76.75	.....	76.75	....
801	Indianapolis Union Railway Company	.94	.....	12.67	....
802	Indianapolis Belt Railroad Company.....	14.29	.....	.....	....
803	Iron Railway Company.....	20.75	.75	20.75	
804	Iron Range and Huron Bay Railroad Company ..	[3] 35.00	20.00	.....	[1]
805	Ivorydale and Mill Creek Valley Railway Company.	5.00	1.00	5.00	
806	Kanawha and Michigan Railway Company [4]..... [Line north of Ohio River.]	69.30	.98	76.68	....
807	Lake County Railroad Company.....	11.00	.....	11.00	....
808	Lake Erie and Western Railroad Company.....	[5] 710.78	.....	[6] 718.56	....
809	Lake Erie, Alliance and Southern Railway Company.	35.80	.....	35.80	....
810	Lake Shore and Michigan Southern Railway Company.	[7] 859.15	.....	[7] 1,453.90	
811	Detroit and Chicago Railroad Company	67.60	.....	.....	....
812	Detroit, Hillsdale and Southwestern Railroad Company.	65.20	.....	.....	....
813	Detroit, Monroe and Toledo Railroad Company.	62.36	.....	.....	....
814	Fort Wayne and Jackson Railroad Company...	97.83	.....	.....	....
815	Jamestown and Franklin Railroad Company...	50.91	.....	.....	....
816	Kalamazoo and White Pigeon Railroad Company.	36.57	.....	.....	....
817	Kalamazoo, Allegan and Grand Rapids Railroad Company.	58.42	.....	.....	....
818	Mahoning Coal Railroad Company.....	50.20	.....	.....	....
819	Northern Central Michigan Railroad Company.	61.14	.....	.....	...
820	Oberlin and La Grange Railroad Company.....	4.50	4.50	.....	...
821	Silver Creek and Dunkirk Railway Company ..	8.71	8.71	.....	...
822	Sturgis, Goshen and Saint Louis Railroad Company.	28.28	[1] 7.53	.....	...
823	Toledo and Ohio Northern Railway Company..	4.20	.....	.....	...
824	Lakeside and Marblehead Railroad Company	7.35	.....	7.35	...
825	Lancaster and Hamden Railway Company	[3] 14.00	[3] 14.00	.....	...
826	Louisville, Evansville and Saint Louis Consolidated Railroad Company.	[8] 360.05	.20	[9] 367.43	

[1] Decrease.
[2] See page 220, No. 800, for totals covering road.
[3] Unofficial figures.
[4] See page 220, No. 806, for totals covering entire road.
[5] Includes 118.60 miles lying in Group VI.
[6] Includes 121.03 miles lying in Group VI.
[7] Includes 14.02 miles lying in Group VI.
[8] Includes 150.27 miles lying in Group VI.
[9] Includes 150.90 miles lying in Group VI.

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
g road, subsidiary	794
g road, subsidiary, fixed money rental. Leased Dec. 10, 1881, for 20 years; rental per annum, and taxes.	795
g road, subsidiary	796
g road, independent	797
	798
	799
g road, independent	800
ig road, independent. Terminal road	801
ary road, fixed money rental. Leased May 1, 1884, for 997 years; rental $4,274.40 per ı. Of "line owned," 2.56 miles subleased by Indpls. Un. Ry. to Clev., Cin., Chic. & Ry., June 1, 1890, rental $5,115.18 per annum.	802
ig road, independent	803
dent road. "Line owned" not in operation	804
ig road, independent. Owned and operated by the Proctor & Gamble Co	805
ag road, independent. Of "line owned," 11.32 miles not in operation	806
ag road, independent	807
	808
	809
pg road, independent. "Line operated" includes 7.20 miles leased from Battle Ck. & n Ry.	810
ary road, other relation. Controlled through ownership of entire capital stock	811
ary road, fixed money rental. Leased Sept. 5, 1881, in perpetuity; annual rental 0, and $500 for organization expenses.	812
iary road, other relation. Controlled through ownership of entire capital stock	813
iary road, contingent money rental. Leased Aug. 24, 1882, in perpetuity, from Sept. 1, annual rental 5½ per cent on preferred stock; should net earnings in any year, after 24, 1887, exceed 8 per cent on preferred stock, lessee will pay amount of such excess up er cent on common stock.	814
iary road, contingent money rental. Leased Jan. 1, 1890, for 5 years; annual rental 30 nt of gross earnings, and all taxes, except those imposed by United States, or State of sylvania upon tonnage, dividends, or interest on bonds.	815
iary road, other relation. Controlled through ownership of entire capital stock	816
iary road, fixed money rental. Leased Sept. 21, 1869, for 999 years; annual rental 6 per on capital stock, interest on bonds, and all taxes and assessments.	817
iary road, contingent money rental. Leased July 1, 1884, in perpetuity; annual rental r cent of gross earnings; if that is insufficient to pay interest on bonds, 5 per cent on rred stock, and $1,000 for corporate expenses; lessee will advance necessary amount harge same against future rental.	818
iary road, other relation. Owned entirely by L. Shore & Mich. Sn. Ry	819
ary road, contingent money rental. "Train service operated by the L. Shore & Mich. y." under contract dated Mar. 29, 1884, for 10 years.	820
ary road, other relation. Capital stock all held by the L. Shore & Mich. Sn. R.	821
ary road, other relation. Controlled through ownership of capital stock and bonds	822
ary road. "Line owned," not in operation	823
ag road, independent	824
dent road. In hands of E. P. Buell & Co., contractors. Not in operation	825
ag road, independent. Of "line owned," 6.96 miles leased to E. St. L. Con. Ry	826

GROUP III. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1	2	3	4	
	Name of road.	LINE OWNED.		LINE OPERA	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	I a b p J
		Miles.	*Miles.*	*Miles.*	
827	Louisville, New Albany and Chicago Railway Company.	451.40	.....	537.11	...
828	Bedford and Bloomfield Railroad Company	41.40	.....	.....	...
829	Orleans, West Baden and French Lick Springs Railway Company.	17.70	.....	.....	...
830	Louisville, New Albany and Corydon Railroad Company.	11.50	.....	11.50	...
831	Lowell and Hastings Railroad Company	[1] 12.50	12.50	[1] 12.50	
832	Manistee and Grand Rapids Railroad Company [2]	27.93	4.43	27.93	
833	Manistee and Luther Railway Company	63.00	[3] 1.00	63.00	
834	Manistee and Northeastern Railroad Company	83.47	11.00	83.47	
835	Manistique Railway Company	49.75	1.75	49.75	
836	Marietta, Hocking and Northern Railway Company.	10.00	10.00	10.00	
837	Mason and Oceana Railroad Company	27.00	.....	27.00	...
838	Michigan Central Railroad Company	[4] 270.07	.....	[5] 1,638.52	
839	Battle Creek and Sturgis Railway Company	41.00	7.20	.....	...
840	Bay City and Battle Creek Railway Company	18.00	.....	.....	...
841	Canada Southern Bridge Company	3.66	.....	.....	...
842	Detroit and Bay City Railroad Company	155.00	.60	.....	...
843	Grayling, Twin Lakes and Northeastern Railroad Company.	27.80	.13	.....	...
844	Grand River Valley Railroad Company	83.79	.....	.....	...
845	Jackson, Lansing and Saginaw Railroad Company.	295.10	.....	.....	...
846	Joliet and Northern Indiana Railroad Company	[6] 45.00	.....	.....	...
847	Kalamazoo and South Haven Railroad Company	39.50	.....	.....	...
848	Michigan Air Line Railroad Company	115.16	.....	.....	...
849	Michigan, Midland and Canada Railroad Company.	14.68	.....	.....	...
850	Saginaw Bay and Northwestern Railroad Company.	85.13	[3] 2.08	.....	...
851	Toledo and Michigan Belt Railway Company	3.05	.....	.....	...
852	Toledo, Canada Southern and Detroit Railway Company.	55.87	.....	.....	...
853	Middletown and Cincinnati Railway Company	15.00	.....	15.00	
854	Mineral Range Railroad Company	17.00	.....	17.00	..
855	New Albany Highland Railroad Company	[1] 1.78	1.78	[1] 1.78	
856	New Castle and Butler Railroad Company	2.50	.....	2.50	..
409	New York Central and Hudson River Railroad Company: [7]				
857	Dunkirk, Allegheny Valley and Pittsburg Railroad Company.	90.60	.....	90.60	..
858	Titusville, Cambridge and Lake Erie Railroad Company.	[1] 1.50	.....	[1] 1.50	..

[1] Unofficial figures.
[2] Report for year ending December 31, 1892
[3] Decrease.
[4] Includes 6.07 miles lying in Group VI.
[5] Includes 49.07 miles lying in Group VI; see notes 4 and 6.
[6] Includes 29 miles lying in Group VI.
[7] Inserted to show relation of two roads foll

EAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
oad, independent	827
road, other relation. Controlled through ownership of entire capital stock	828
	829
oad, independent	830
	831
	832
	833
	834
	835
	836
oad, independent. Owned by Butters & Peters Salt and Lum. Co	837
oad, independent. Of "line operated," 378.91 miles not in United States	838
road, fixed money rental. The Mich. Cent. R. R. also owns majority of capital f "line owned," 7.53 miles operated by the L. Shore & Mich. Sn. Ry., with the Goshen & St. L. Ry.	839
road, fixed money rental. Agreement dated Feb. 1 1890, in perpetuity; rental, n bonds, and taxes.	840
road, contingent money rental. Operated under agreement dated Dec. 12, 1882, for with Can. Sn. Ry., which owns substantially all its capital stock and bonds, the mpany being credited with its earnings and charged with its expenses.	841
road, other relation. Controlled through ownership of entire capital stock	842
road, other relation. Controlled through ownership of capital stock	843
road, fixed money rental. Leased Jan. 20, 1870, to continue during the corporate of lessor; lessee guarantees floating and funded debt of lessor, interest thereon, t per annum on stock, taxes, assessments, etc.	844
road, fixed money rental. Leased Sept. 1, 1871, during corporate existence of the panies; lessee pays principal and interest on bonds of lessor and a dividend of 3½ per annum, also $750 per annum for organization purposes.	845
road, fixed money rental. Operated under contracts executed Sept. 7 and 20, 1854; etion turned over to Mich. Cent. R. R. to operate forever at an annual rental of $89,000.	846
road, fixed money rental. Leased July 1, 1870, in perpetuity; lessee to pay taxes est on bonds.	847
road, fixed money rental. Leased Jan. 1, 1870, for 999 years, lessee guaranteeing and interest of bonds.	848
road, other relation. Operated under agreement dated Dec. 12, 1882, for 21 years . Sn. Ry., which owns a majority of its capital stock and all its bonds, Mich., Midl. L. R. being credited with its earnings and charged with its expenses.	849
road, other relation. Controlled through ownership of capital stock	850
road	851
road, other relation. Operated under agreement dated Dec. 12, 1882, for 21 years, Can. Sn. Ry., which owns substantially all its capital stock and bonds, Tol., Can. Sn. y. being credited with its earnings and charged with its expenses.	852
road, independent	853
	854
	855
road, independent	856
	409
road, subsidiary, fixed money rental. Leased Dec. 1, 1872, for 501 years; annual per cent interest on bonds, 1½ per cent dividends on capital stock, $500 for organiza- nses, taxes, assessments, etc.	857
road, subsidiary	858

GROUP III. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	In as by pa Ju
		Miles.	*Miles.*	*Miles.*	
859	New York, Chicago and Saint Louis Railroad Company.	502.18	[1] 5.93	[2] 530.48	
860	Chicago and State Line Railroad Company	[3] 9.96	.....	.....	...
428	New York, Lake Erie and Western Railroad Company. [4] [Line west of Salamanca, New York.]	.....	.....	506.46	
861	New York, Pennsylvania and Ohio Railroad Company.	427.45	.....	.....	...
862	Cleveland and Mahoning Valley Railway Company.	123.94	.....	.....	...
863	New Castle and Shenango Valley Railroad Company.	16.20	.....	.....	...
864	Sharon Railway Company	16.31	.....	.....	...
865	Westerman Coal and Iron Railroad Company.	2.09	.....	.....	...
866	Youngstown and Austintown Railroad Company.	9.85	.....	.....	...
867	Chicago and Erie Railroad Company	249.57	.....	269.56	...
868	Norfolk and Western Railroad Company [5] [Line north of Ohio River.]	135.75	7.15	138.05	
869	Northwestern Monroe Railway Company	2.50	.50	2.50	
870	Ohio and Mississippi Railway Company [6] [Line east of Vincennes, Indiana.]	260.40	.....	260.40	...
871	Ohio Southern Railroad Company	148.47	8.47	148.47	
872	Pennsylvania Company	.....	.....	[7] 1,212.57	
873	Calumet River Railway Company	[8] 4.43	.....	.....	...
874	Cleveland and Pittsburgh Railroad Company	198.34	.....	.....	...
875	Salineville Railroad Company	3.07	.07	.....	...
876	Erie and Pittsburgh Railroad Company	84.47	.....	.....	...
877	Indianapolis and Vincennes Railroad Company.	133.11	.....	.02	...
878	Pittsburgh, Fort Wayne and Chicago Railway Company.	[9] 469.89	.....	.....	...
879	Massillon and Cleveland Railroad Company	12.23	.....	.....	...
880	New Castle and Beaver Valley Railroad Company.	14.98	.....	.....	...
881	Pittsburgh, Ohio Valley and Cincinnati Railroad Company.	15.27	15.27	.....	...
882	Pittsburgh, Youngstown, and Ashtabula Railroad Company.	125.19	.....	.....	...

[1] Decrease.
[2] Includes 18.86 miles lying in Group VI.
[3] Lies in Group VI.
[4] See page 220, No. 428, for totals covering entire road.
[5] See page 220, No. 868, for totals covering entire road.
[6] See page 220, No. 870, for totals covering road.
[7] Includes 26.57 miles lying in Group VI; see notes 8 and 9.
[8] Lies in Group VI.
[9] Includes 16.32 miles lying in Group VI.

AR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
ad, independent	859
oad, fixed money rental. Leased in perpetuity to Ft. Way. & Ill. R. R.; annual , organization expenses up to $500, all taxes, assessments, etc. Ft. Way. & Ill. R. into N. Y., Chic. & St. L. R. R.	860
ad, independent	428
oad, contingent money rental. Leased Apr. 30, 1883, for 99 years; annual rental, 32 gross earnings up to $6,000,000 and an additional ½ of 1 per cent on total gross n each $100,000 or part thereof in excess of $6,000,000 up to $7,250,000 and there- gross earnings if they exceed the last named sum.	861
oad. fixed money rental. Leased Oct. 1. 1863, for 99 years; supplemental lease Oct. i a further supplemental lease in 1887; annual rental of $514,180 per annum, after).	862
road, contingent money rental. Lease dated Mar. 1, 1889, for 93 years and two th N. Y., Pa. & Ohio R. R., and N. Y., L. Erie & Wn. R. R.; operated by latter since 99, for 32 per cent of gross earnings; contract also provides for a lease to N. Y., Pa. R	863
oad, fixed money rental. Leased Dec. 1, 1886, for 99 years; annual rental, 6 per pital stock issued and 5§ per cent on bonds.	864
road, fixed money rental. Leased from Jan. 1, 1886, to May 1, 1962, at $4,800 per wned by C. H. Buhl, Detroit, Mich.	865
oad, fixed money rental. Operated under lease dated Apr. 25, 1883; rental, 6 per luation.	866
ad, subsidiary	867
ad, independent	868
	869
	870
	871
	872
oad, other relation. Controlled through ownership of capital stock. "Line owned" ration.	873
oad, fixed money rental. Leased to Pennsylvania R. R. Dec. 1, 1871, for 999 years; rantees principal interest, and sinking fund charges on bonds, 7 per cent on capital 00 for organization annually, taxes, assessments, etc.; lease transferred to Penn- o., Apr. 14, 1873.	874
oad. Private coal road; no rolling stock. Feeder to Clev. & Pittsb. R. R. at Station, Ohio, and operated by that road since Nov., 1891.	875
oad, fixed money rental. Leased to Pennsylvania R. R. Mar. 1, 1870, for 999 years; ital 7 per cent on capital stock and bonds; lease transferred to Pennsylvania Co. 1.	876
oad, contingent money rental. Leased Dec. 28, 1878, for 99 years; net earnings paid o be applied to payment of interest on bonds.	877
oad, fixed money rental. Leased July 1, 1869, for 999 years; annual rental, interest inking fund,' per cent on capital stock, organization expenses, and taxes.	878
oad, contingent money rental. Leased May 22, 1869, for 99 years, at a rental of 40 f gross earnings, minimum being fixed at $20,000 a year; lease transferred to Penn- o., July 1, 1869.	879
oad, contingent money rental. Leased June 29, 1865, for 99 years at a rental of 40 of gross earnings, lease assigned to Pennsylvania R. R. June 7, 1869, and by the ennsylvania Co., June 29, 1874, to take effect as of date Apr. 1, 1871.	880
road, other relation. Controlled through ownership of majority of capital stock...	881
oad, contingent money rental. Leased Aug. 1, 1887, for 1 year and thereafter from ar subject to termination on 12 months' written notice from either party; operated at cost.	882

GROUP III. TABLE I.—CLASSIFICATION OF RAILWAYS AND MIL

No.	1	2	3	4	
	Name of road.	LINE OWNED.		LINE OPERATI	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	Inc as sl by pa w Ju 18
		Miles.	*Miles.*	*Miles.*	*Mi*
	Pennsylvania Company—Continued.				
883	South Chicago and Southern Railroad Company.	[1] 10.25	.....	.....	.....
884	State Line and Indiana City Railway Company.	6.58	3.22	.....	.....
885	Toledo, Walhonding Valley and Ohio Railroad Company.	125.40	.02	.....	.....
886	Cincinnati and Muskingum Valley Railway Company.	148.45	.....	148.45	.....
887	Grand Rapids and Indiana Railroad Company..	496.18	2.75	592.08	
888	Cincinnati, Richmond and Fort Wayne Railroad Company.	85.60	.....	.....	.....
889	Muskegon, Grand Rapids and Indiana Railroad Company.	36.85	.....	.....	.....
890	Traverse City Railroad Company.....	26.00	.....	.....	.....
891	Pittsburgh, Cincinnati, Chicago and Saint Louis Railway Company.	[2] 1,093.18	1.09	[3] 1,395.51	
892	Chartiers Railway Company.....	22.76	.....	.....	.....
893	Chartiers Connecting Railroad Company...	.72	.....	.....	.....
894	Englewood Connecting Railway Company....	[1] 2.35	.....	.....	.....
895	Little Miami Railroad Company.....	101.50	.....	.....	.....
896	Columbus and Xenia Railroad Company....	55.00	.26	.....	.....
897	Dayton and Western Railroad company....	37.99	.76	.....	.....
898	Ohio Connecting Railway Company.....	3.27	.....	.....	.....
899	Pittsburgh, Wheeling and Kentucky Railroad Company.	[4] 28.04	.....	.....	.....
900	Steubenville Extension Railroad Company...	1.23	.....	.....	.....
901	Pittsburgh and Castle Shannon Railroad Company.	6.50	.....	6.50	.....
902	Pittsburgh and Lake Erie Railroad Company.....	70.93	.....	[5] 163.52	.....
903	Pittsburgh, McKeesport and Youghiogheny Railroad Company.	[6] 90.67	.68	.....	.....
904	Youghiogheny Northern Railroad Company..	1.92	[7] .68	.....	.....
905	Pittsburgh and Moon Run Railroad Company	5.00	.....	5.00	
906	Pittsburgh, Akron and Western Railroad Company.	[8] 165.00	.....	[8] 165.00	.....
907	Pittsburgh, Chartiers and Youghiogheny Railway Company.	16.10	[7].01	16.10	
908	Pittsburgh, Marion and Chicago Railway Company.	25.00	.....	25.00	.....
909	Pittsburgh, Shenango and Lake Erie Railroad Company.	148.96	2.16	183.56	
910	Meadville, Conneaut Lake and Linesville Railroad Company.	23.90	.04	.....	.....
911	Pittsburgh Junction Railroad Company.....	[9] 6.87	.82	[9] 6.87	

[1] Lies in Group VI.
[2] Includes 27.99 miles lying in Group VI.
[3] Includes 4.04 miles lying in Group II, see note 4; 2.37 miles lying in Group V; and 30.3 lying in Group VI; see note 2.
[4] Includes 4.04 miles lying in Group II.
[5] Includes 90.67 miles lying in Group II.
[6] Lies in Group II.
[7] Unofficial figures.

RAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
road, contingent money rental. No contract; operated at cost under a provisional ent.	883
	884
road, contingent money rental. Leased Jan. 17, 1879, for 99 years, each year's sur-ly, after deducting taxes, repairs, operating expenses, etc., to be paid lessor.	885
road, subsidiary, other relation. Controlled through ownership of majority of ock.	886
road, subsidiary, other relation. Controlled by virtue of a contract in effect from 89, for 30 years, under which Pennsylvania Co. guarantees $4,000,000 of its first-land-grant bonds.	887
road, contingent money rental. Leased Jan. 1, 1871, for 99 years; rental, net earn-nd interest guaranteed by Pennsylvania Co., Pittsb. Cin. Chic. & St. L., and Gr. Rap. Rs., each one-third of any deficiency of net earnings to pay coupons.	888
road, contingent money rental. Leased Dec. 1, 1886, for 99 years; rental, net earn-h a minimum guarantee of interest on bonds or $37,500 per annum.	889
road, contingent money rental. Leased Jan. 1, 1883, for 50 years; rental, net earn-h a minium guarantee of interest on bonds or $7,500 per annum.	890
road, subsidiary, other relation. Controlled through ownership of capital stock and	891
road, contingent money rental. Leased Dec. 8, 1871, for 99 years, from Jan. 1, 1872; t earnings.	892
road, other relation. Controlled through ownership of capital stock	893
road, other relation. Operated and maintained at cost, any surplus earnings paid ; controlled through ownership of entire capital stock.	894
road, fixed money rental. Leased Dec. 1, 1869, for 99 years, renewable forever; ntal, 8 per cent on capital stock, interest on bonds, and organization expenses.	895
road, fixed money rental. Leased Nov. 30, 1868, for 99 years, renewable forever; ntal, 8 per cent on capital stock, interest on bonds; included in lease of Little Miami Pennsylvania Co.	896
road, fixed money rental. Leased Dec. 1, 1869, for 99 years, renewable forever; nterest on bonds; included in lease of Little Miami R. R. to Pennsylvania Co.	897
road, contingent money rental. Operated at cost; net earnings paid to lessor. dated Dec. 13, 1890, and continuing in force, subject to termination by either party, rs' written notice.	898
road, contingent money rental. Leased Feb. 25, 1878, for 99 years; lessee operates at cost and pays net earnings to lessor.	899
road, fixed money rental. Owned by Pennsylvania R. R. and leased Apr. 1, 1871, sylvania Co. for 999 years; sublet Nov. 1, 1876, to Pittsb. Cin. & St. L. Ry. for 25 ntal, 5 per cent per annum on cost.	900
road, independent	901
	902
road, fixed money rental. Leased Aug. 3, 1881, for 999 years; annual rental 6 per apital stock and bonds, taxes, assessments, and organization expenses.	903
road, contingent money rental. Leased for 50 years from Apr. 1, 1883; rental de-on a provisional agreement.	904
road, independent	905
	906
	907
	908
	909
road. Leased June 7, 1891, for 99 years, under provisional agreement. "Line includes 120.00 miles not it operation.	910
road, independent	911

GROUP III. TABLE I.—CLASSIFICATION OF RAILWAYS AND MILI

No.	1	2	3	4	4
	Name of road.	LINE OWNED.		LINE OPERATE	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	Incr as sh by c pari wi Jun 189
		Miles.	*Miles.*	*Miles.*	*Mil*
912	Pontiac, Oxford and Northern Railroad Company.	[1] 100.20	.....	[1] 100.20	.....
913	Port Clinton Short Line Railway Company.....	[1] 2.00	.....	[1] 2.00	.....
914	Saginaw, Tuscola and Huron Railroad Company.	[1] 66.57	.....	[1] 66.57	.....
915	Saint Clairsville and Northern Railway Company.	3.60	.....	3.60	.....
916	Saint Joseph Valley Railway Company.....	[1] 10.00	.....	[1] 10.00	.....
917	Salem Railroad Company.....	6.92	[2] .08	6.92	[2]
918	Sandusky and Columbus Short Line Railway Company.	[1] 16.00	.....	.....	.....
919	Terre Haute and Indianapolis Railroad Company.[3] [Line in Indiana.]	79.90	.....	301.89	.....
920	Indiana and Lake Michigan Railroad Company.	39.29	.....	.....	.....
921	Terre Haute and Logansport Railroad Company.	182.70	.....	.....	.....
922	Tionesta Valley Railroad Company.....	22.00	.....	42.50	.....
923	Cherry Grove Railroad Company.....	11.00	.....	.....	.....
924	Sheffield and Spring Creek Railroad Company..	9.50	.....	.....	.....
925	Toledo and Ohio Central Railway Company	275.57	78.30	307.68	69.
926	Toledo and Ohio Central Extension Railroad Company.	[1] 60.00	[2] 3.00	[1] 63.00	.....
927	Toledo and South Haven Railroad Company.....	[1] 36.60	.....	[1] 36.60	.....
928	Toledo, Ann Arbor and North Michigan Railway Company.	298.80	19.90	302.73	[2] 3.
929	Toledo, Saint Louis, and Kansas City Railroad Company.[4] [Line in Indiana and Ohio.]	271.23	[2] 179.49	271.23	[2] 179.
930	Wabash Railroad Company [5] ..... [Line east of Danville, Illinois.]	502.10	149.40	637.40	69.
931	Attica, Covington, and Southern Railroad Company.	14.80	.....	.....	.....
932	Detroit Union Railroad, Depot and Station Company.	4.60	1.10	.....	.....
933	Eel River Railroad Company	94.20	.01	.....	.....
934	Lafayette Union Belt Railway Company	6.50	6.50	.....	.....
935	Peru and Detroit Railway Company	9.30	.....	.....	.....
936	Warren and Farnsworth Railroad Company	[1] 15.26	[2] 1.24	15.26	[2] 1
937	West Branch Railroad Company (of Michigan)....	15.00	.....	15.00	.....
938	Wheeling and Lake Erie Railway Company	242.78	.....	246.98	.....
939	Toledo Belt Railway Company.....	4.29	.....	.....	.....
940	Zanesville and Ohio River Railway Company.....	75.12	2.32	77.34	1

[1] Unofficial figures.
[2] Decrease.
[3] See page 220, No. 919, for totals covering entire road.
[4] See page 220, No. 929, for totals covering e road.
[5] See page 220, No. 930, for totals covering entire road.

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
road, independent	912
	913
	914
	915
	916
	917
nt road. "Line owned" not in operation	918
road, independent. "Line operated" includes 23.00 miles leased from Evansv. & T. H. R., through T. Haute & Logansp't. R. R.	919
y road	920
y road, contingent money rental. Line from Terre Haute to Logansport, Ind., leased 879, for 99 years; line from Logansport to South Bend, Ind., leased June 21, 1883, for ; lessee to retain 75 per cent of gross earnings and pay from remaining 25 per cent all terest on bonds, rental to Evansv. & T. Haute R. R., and organization expenses of any surplus to be paid lessor; any deficit to be advanced by lessee.	921
g road, independent	922
y road, fixed money rental. Leased Dec. 1, 1884, for 99 years; rental $300 per annum	923
	924
g road, independent. "Line owned" includes 9.05 miles not in operation	925
g road, independent	926
g road, independent. John Ihling, Receiver, appointed June 12, 1890	927
g road, independent	928
ng road, independent. S. R. Callaway, Receiver, appointed May 22, 1893	929
	930
y road, other relation. Operated for account of the purchasing committee of the h, St. L., and Pac. Ry.	931
y road, leased	932
y road, fixed money rental. Leased Oct. 6, 1887, for 99 years from Apr. 1, 1887; lease ble in like periods forever; annual rental $60,000 for first 5 years, $75,000, for next 3 nd $90,000 thereafter; also $500 yearly for organization expenses.	933
y road. Operated under joint trackage rights	934
y road, fixed money rental. Leased Dec. 1, 1890, for 999 years; rental, interest on bonds ses. Wabash R. R. built .20 mile, for which materials were furnished by Peru &	935
road, independent	936
gging road. Owned by Thayer Lum. Co.	937
road, independent	938
r road, other relation. Controlled through ownership of entire capital stock	939
road, independent	940

GROUP III. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1	2	3	4	
	Name of road.	LINE OWNED.		LINE OPERA	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	In as by pr Ju 1
		Miles.	*Miles.*	*Miles.*	
912	Pontiac, Oxford and Northern Railroad Company.	[1] 100.20	.....	[1] 100.20	....
913	Port Clinton Short Line Railway Company.....	[1] 2.00	.....	[1] 2.00	....
914	Saginaw, Tuscola and Huron Railroad Company.	[1] 66.57	.....	[1] 66.57	....
915	Saint Clairsville and Northern Railway Company.	3.60	.....	3.60	....
916	Saint Joseph Valley Railway Company.....	[1] 10.00	.....	[1] 10.00	....
917	Salem Railroad Company	6.92	[2] .08	6.92	
918	Sandusky and Columbus Short Line Railway Company.	[1] 16.00	.....	.....	
919	Terre Haute and Indianapolis Railroad Company.[3] [Line in Indiana.]	79.90	.....	301.89	....
920	Indiana and Lake Michigan Railroad Company.	39.29	.....	.....	....
921	Terre Haute and Logansport Railroad Company.	182.70	.....	.....	....
922	Tionesta Valley Railroad Company.....	22.00	.....	42.50	....
923	Cherry Grove Railroad Company.....	11.00	.....	.....	....
924	Sheffield and Spring Creek Railroad Company..	9.50	.....	.....	....
925	Toledo and Ohio Central Railway Company	275.57	78.30	307.68	
926	Toledo and Ohio Central Extension Railroad Company.	[1] 60.00	[2] 3.00	[1] 63.00	....
927	Toledo and South Haven Railroad Company.....	[1] 36.60	.....	[1] 36.60	....
928	Toledo, Ann Arbor and North Michigan Railway Company.	298.80	19.90	302.73	
929	Toledo, Saint Louis, and Kansas City Railroad Company.[4] [Line in Indiana and Ohio.]	271.23	[2] 179.49	271.23	[2]
930	Wabash Railroad Company [5] ..... [Line east of Danville, Illinois.]	502.10	149.40	637.40	
931	Attica, Covington, and Southern Railroad Company.	14.80	.....	.....	....
932	Detroit Union Railroad, Depot and Station Company.	4.60	1.10	.....	....
933	Eel River Railroad Company	94.20	.01	.....	....
934	Lafayette Union Belt Railway Company	6.50	6.50	.....	....
935	Peru and Detroit Railway Company.....	9.30	.....	.....	....
936	Warren and Farnsworth Railroad Company	[1] 15.26	[2] 1.24	15.26	
937	West Branch Railroad Company (of Michigan)....	15.00	.....	15.00	....
938	Wheeling and Lake Erie Railway Company	242.78	.....	246.98	....
939	Toledo Belt Railway Company.....	4.29	.....	.....	....
940	Zanesville and Ohio River Railway Company.....	75.12	2.32	77.34	

[1] Unofficial figures.
[2] Decrease.
[3] See page 220, No. 919, for totals covering entire road.
[4] See page 220, No. 929, for totals coverin road.
[5] See page 220, No. 930, for totals covering entire road.

AR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
oad, independent.	941
	942
oad, independent. Operated in connection with the Alexander Lumber Co., Alex-. Va.	943
oad, independent.	944
oad, independent. Alfred P. Thom, Receiver, appointed in January, 1391.	945
oad, independent.	946
	947
road, other relation. Mileage included in Atl. Coast Line Assn.	948
	949
	950
	951
	952
	953
	954
y road, fixed money rental. Leased Nov. 29, 1881, to N. En. R. R. of S. C. and Wilm., ag. R. Rs., for 99 years at an annual rental of $31,000.	955
y road, other relation. Mileage included in Atl. Coast Line Assn	956
	957
y road, other relation. Mileage included in Atl. Coast Line Assn.	958
	959
y road, fixed money rental. Leased July 1, 1885, for 99 years, to Wilm. & Weldon rental, $57,600 and 6 per cent interest on bonds of $1,600,000.	960
ry road, other relation. Mileage included in Atl. Coast Line Assn	961
	962
ry road, other relation. Mileage included in Atl. Coast Line Assn	963
g road, subsidiary.	964
g road, independent. "Line operated" includes 50.56 miles owned by the Va. Midl. Ry.	176
ry road.	965
ry road, fixed money rental. Leased in 1867, nominally for 20 years, renewable forever, ed rental of $17,000 per annum.	966
ry road, fixed money rental. Leased July 1, 1870, for 17 years; rental 4 per cent on 0 capital stock.	967
ng road, independent.	968
dent road. "Line owned" not in operation	969
ng road, independent.	970
	971
ary road, fixed money rental. Leased Jan. 8, 1885, for 30 years; lessee pays interest on s, taxes, and other expenses.	972
ing road, independent. H. C. Beatty, Receiver, appointed May 27, 1891	973
ing road, independent.	974
ing road, independent. Leased by W. C. Petty, June 1, 1890, for 97 years, and operated m.	975
e logging road.	976
e logging road.	977
	1115
ing road, subsidiary. John B. Cleveland, Receiver, appointed June 5, 1893.	978
ing road, independent.	979
liary road, fixed money rental. Operated under verbal agreement, for an annual rental of 0.	980

GROUP IV. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPER. Length.
		Miles.	*Miles.*	*Miles.*
	Total—Group IV	10,877.44	541.89	
941	Aberdeen and Rock Fish Railroad Company	[1] 9.00	9.00	[1] 9.00
942	Aberdeen and West End Railroad Company	29.75	29.75	29.75
943	Alexander and Rich Mountain Railroad Company	[1] 9.00	9.00	[1] 9.00
944	Asheville and Craggy Mountain Railway Company.	[1] 2.50	2.50	[1] 2.50
945	Atlantic and Danville Railway Company	282.32	[2] 1.18	283.82
946	Atlantic and North Carolina Railroad Company	95.00	.....	95.00
947	Atlantic Coast Line Association	939.52	45.09	1,179.25
948	Albemarle and Raleigh Railroad Company	.....	.....	.....
949	Cheraw and Darlington Railroad Company	.....	.....	.....
950	Cheraw and Salisbury Railroad Company	.....	.....	.....
951	Florence Railroad Company	.....	.....	.....
952	Hartsville Railroad Company	.....	.....	.....
953	Manchester and Augusta Railroad Company	.....	.....	.....
954	Northeastern Railroad Company of South Carolina: [3]			
955	Central Railroad Company of South Carolina.	40.00	.....	.....
956	Petersburg Railroad Company	.....	.....	.....
957	Richmond and Petersburg Railroad Company	.....	.....	.....
958	South and North Carolina Railroad Company	.....	[2] 28.00	.....
959	Wilmington and Weldon Railroad Company: [3]			
960	Wilmington, Columbia and Augusta Railroad Company.	194.74	1.89	.....
961	Wilmington, Chadbourn and Conway Railroad Company.	.....	.....	.....
962	Wilson and Fayetteville Railroad Company	.....	.....	.....
963	Wilson and Summerton Railroad Company	.....	[2] 17.30	.....
964	Columbia, Newberry and Laurens Railroad Company.	63.50	.....	63.50
176	Baltimore and Ohio Railroad Company [4] [Line south of Harpers Ferry, West Virginia.]	.....	.....	101.50
965	Grafton and Belington Railroad Company	[5] 42.00	42.00	.....
966	Winchester and Potomac Railroad Company	32.00	.....	.....
967	Winchester and Strasburg Railroad Company	19.00	.....	.....
968	Big Stone Gap and Powells Valley Railway Company.	4.50	4.50	4.50
969	Branchville and Bowman Railroad Company	[1] 11.00	11.00	.....
970	Cairo and Kanawha Valley Railroad Company	12.00	12.00	12.00
971	Cape Fear and Yadkin Valley Railway Company	328.18	.....	338.68
972	South Carolina Pacific Railway Company	10.50	.....	.....
973	Carolina, Knoxville and Western Railway Company.	15.00	.....	15.00
974	Carolina Midland Railway Company	55.00	.....	55.00
975	Carthage Railroad Company	10.00	.....	10.00
976	Cashie and Chowan Railroad Company	[1] 30.00	.....	[1] 30.00
977	Cashie and Roanoke Railroad Company	[1] 30.00	30.00	[1] 30.00
1115	Central Railroad and Banking Company of Georgia: [6]			
978	Port Royal and Western Carolina Railway Company.	[7] 227.20	.....	[7] 227.20
979	Charleston and Savannah Railway Company	[8] 102.60	.....	[9] 136.75
980	Ashley River Railroad Company	10.15	2.85	.....

[1] Unofficial figures.
[2] Decrease.
[3] Report not filed; inserted to show relation of road following.
[4] See page 220, No. 176, for totals coverir road.
[5] Includes 14 miles lying in Group II.
[6] Inserted to show relation of road follov
[7] Includes 16.38 miles lying in Group V.
[8] Includes 11 miles lying in Group V.
[9] Includes 18 miles lying in Group V.

ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
, independent. D. H. Chamberlain, Receiver in N. C. and S. C., Sam Tate, jr., in	981
m'l Hunt. in Ky., appointed Nov. 26, 1892.	
ad. "Line owned" not in operation	982
, independent. Charles E. Kimball, Receiver, appointed Jan., 1892	983
l, independent. Of "line operated," 9.00 miles owned by the Va. Midl. Ry	984
d, independent	985
d. contingent money rental. Contract dated Aug. 1, 1886, terminable by either	
days' notice; made by order of the court, this company receiving 40 per cent of	986
rnings. J. T. Morehead, Receiver; appointed Nov. 7, 1885.	
d, independent	987
	988
road. "Line owned" not in operation	989
d, independent	990
	991
d, independent. Of "line owned," 3.00 miles not in operation	992
d, independent. Owned by Plant Investment Co	993
d, independent. Of "line owned," 5.00 miles not in operation	994
d, independent	995
	996
d, independent. Of "line owned," 30.60 miles not in operation	806
d, independent	997
	998
	999
	1000
	1001
	1002
	1003
ber road	1004
oad, independent	868
road	1005
	1006
road, independent	1007
road, fixed money rental. Leased Sept. 1, 1892, for 999 years	1008
road, subsidiary	1009
st road. "Line owned" not in operation	1010
road, independent	1011
	1012
	481
	550
road, other relation. Controlled through ownership of capital stock and bonds	1013
road, independent	1014
road, independent. John H. Averill, Receiver, appointed Apr. 26, 1893	1015
road, independent	1016

GROUP IV. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	
		Miles.	*Miles.*	*Miles.*	
981	Charleston, Cincinnati and Chicago Railroad Company.	[1] 213.18	.....	[1] 213.18	..
982	Charleston, Clendenin and Sutton Railroad Company.	[2] 15.50	15.50	.....	..
983	Charleston, Sumter and Northern Railroad Company.	150.60	11.40	150.60	
984	Chesapeake and Ohio Railway Company [3]..... [Line east of Huntington, West Virginia]	864.28	44.06	957.78	
985	Danville and Western Railway Company.....	75.00	.....	83.00	..
986	Danville, Mocksville and Southwestern Railroad Company.	8.00	.....	.....	..
987	East Shore Terminal Company	[2] 3.00	1.80	[2] 3.00	
988	Egypt Railway Company.....	9.00	9.00	9 00	
989	Fairmount Belt Railroad Company	[2] .80	.80	.....	..
990	Farmville and Powhatan Railroad Company.....	95.86	.....	95.86	..
991	Georgetown and Western Railroad Company.....	36.00	.....	36.00	..
992	Glendon and Gulf Mining and Manufacturing Company's Railroad.	8.00	8.00	5.00	
993	Green Pond, Walterboro and Branchville Railway Company.	12.00	.....	12.00	..
994	Hamilton Railroad and Lumber Company.....	25.00	1.00	20.00	
995	Jamesville and Washington Railroad Company ..	[2] 22.57	.....	[2] 22.57	..
996	Kanawha and Coal River Railway Company.....	[2] 13.50	[4] .50	[2] 13.50	
806	Kanawha and Michigan Railway Company [5]..... [Line south of Ohio River.]	95.30	31.62	64.70	..
997	Laurel Fork and Sand Hill Railroad Company....	[2] 5.00	[4] .50	[2] 5.00	
998	Laurel River and Hot Springs Railroad Company.	[2] 2.50	2.50	[2] 2.50	
999	New Hanover Transit Company's Railroad.....	[2] 3.50	.....	[2] 3.50	..
1000	Norfolk, Albemarle and Atlantic Railroad Company.	17.90	.....	17.90	..
1001	Norfolk and Carolina Railroad Company	109.70	.....	109.70	..
1002	Norfolk and Ocean View Railroad and Hotel Company.	8.00	.....	8.00	..
1003	Norfolk and Southern Railroad Company.....	106.61	.....	106.91	..
1004	John L. Roper Lumber Company's Railroad....	13.00	.....	13.00	..
868	Norfolk and Western Railroad Company [6]..... [Line south of Ohio River.]	[7] 1,183.50	201.78	[7] 1,419.89	
1005	Lynchburg and Durham Railroad Company....	115.09	[4] .01	.....	
1006	Roanoke and Southern Railway Company.....	121.30	.....	.....	..
1007	Ohio River Railroad Company.....	[8] 208.66	.46	[8] 226.58	
1008	Huntington and Big Sandy Railroad Company..	10.92	10.92	.....	..
1009	Ravenswood, Spencer and Glenville Railway..	33.00	.....	33.00	..
1010	Oxford and Coast Line.....	4.50	4.50	.....	..
1011	Palmetto Railroad Company.....	18.20	.....	18.20	..
1012	Pennsboro and Harrisville Ritchie County Railway Company.	9.00	.....	9.00	..
481	Pennsylvania Railroad Company: [9]				
550	Philadelphia, Wilmington and Baltimore Railroad Company: [10]				
1013	Washington Southern Railway Company (of Virginia).	34.67	.....	.....	..
1014	Petersburg and Asylum Railroad Company	[2] 3.37	3.37	[2] 3.37	
1015	Port Royal and Augusta Railway Company [11]...	[12] 112.10	.....	[12] 112.10	..
1016	Potomac, Fredericksburg and Piedmont Railroad Company.	38.00	.....	38.00	..

[1] Includes 40.84 miles lying in Group V.
[2] See page 220, No. 984, for totals covering entire road.
[3] See page 220, No. 806, for totals covering entire road.
[4] Decrease.
[5] See page 220, No. 868, for totals covering entire road.
[6] Includes 94 miles lying in Group II.
[7] Includes 15.58 miles lying in Group II, and .29 mile lying in Group V.
[8] Inserted to show relation of two roads following.
[9] Unofficial figures.
[10] Inserted to show relation of road fol
[11] Report of Receiver for period, April 30, 1893.
[12] Includes 4 miles lying in Group V.

AR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
ad, independent. D. H. Chamberlain, Receiver in N. C. and S. C., Sam Tate, jr., in Sam'l Hunt. in Ky., appointed Nov. 26, 1892.	981
road. "Line owned" not in operation	982
ad, independent. Charles E. Kimball, Receiver, appointed Jan., 1892	983
ad, independent. Of "line operated," 9.00 miles owned by the Va. Midl. Ry	984
ad, independent	985
road, contingent money rental. Contract dated Aug. 1, 1886, terminable by either 0 days' notice; made by order of the court, this company receiving 40 per cent of arnings. J. T. Morehead, Receiver; appointed Nov. 7, 1885.	986
oad, independent	987
	988
it road. "Line owned" not in operation	989
road, independent	990
	991
road, independent. Of "line owned," 3.00 miles not in operation	992
road, independent. Owned by Plant Investment Co	993
road, independent. Of "line owned," 5.00 miles not in operation	994
road, independent	995
	996
road, independent. Of "line owned," 30.60 miles not in operation	806
road, independent	997
	998
	999
	1000
	1001
	1002
	1003
umber road	1004
road, independent	868
y road	1005
	1006
g road, independent	1007
y road, fixed money rental. Leased Sept. 1, 1892, for 999 years	1008
g road, subsidiary	1009
ent road. "Line owned" not in operation	1010
g road, independent	1011
	1012
	481
	550
ry road, other relation. Controlled through ownership of capital stock and bonds	1013
ag road, independent	1014
ag road, independent. John H. Averill, Receiver, appointed Apr. 26, 1893	1015
ag road, independent	1016

GROUP IV. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	I a b J
		Miles.	*Miles.*	*Miles.*	
1017	Powellton and Pocahontas Railway Company.....	6.80	6.80	6.80	
1018	Raleigh and Western Railway Company.....	[1] 39.00	39.00	[1] 39.00	
1019	Richmond and Danville Railroad Company.....	145.53	[2] 8.54	[3] 2,601.70	
1020	Asheville and Spartanburg Railroad Company.	65.90	.05	.....	...
1021	Charlotte, Columbia and Augusta Railroad Company.	[4] 190.53	.....	.....	...
1022	Atlantic, Tennessee and Ohio Railroad Company.	44.00	[2] .91	.....	...
1023	Cheraw and Chester Narrow Gauge Railroad Company.	28.60	.....	.....	...
1024	Chester and Lenoir Narrow Gauge Railroad Company.	99.40	.18	.....	...
1025	Columbia and Greenville Railroad Company....	199.30	.....	.....	...
1026	Laurens Railway Company.....	29.90	.....	.....	...
1027	Spartanburg, Union and Columbia Railroad Company.	68.00	[2] .03	.....	...
1028	High Point, Randleman, Ashboro and Southern Railroad Company.	27.81	.11	.....	..
1029	Milton and Sutherlin Railroad Company	6.50	.....	.....	...
1030	North Carolina Railroad Company.....	223.20	.20	.....	...
1031	North Carolina Midland Railroad Company ...	26.11	.....	.....	..
1032	Northwestern North Carolina Railroad Company.	100.15	.01	.....	..
1033	Oxford and Clarksville Railroad Company.....	49.32	[2] .11	.....	..
1034	Clarksville and North Carolina Railroad Company. [5]	7.03	[2] .04	.....	..
1035	Oxford and Henderson Railroad Company.....	12.94	[2] .06	.....	..
1036	Piedmont Railroad Company.....	48.00	[2] .40	.....	..
1037	Richmond and Mecklenburg Railroad Company.	31.45	.15	.....	..
1038	Richmond, York River and Chesapeake Railroad Company.	39.00	[2] .10	.....	..
1039	State University Railroad Company	10.20	.....	.....	..
1040	Statesville and Western Railroad Company....	20.36	.....	.....	..

[1] Unofficial figures. [2] Decrease.
[3] Includes 2 miles lying in Group II, also 219.95 miles lying in Group V; see page 174, and Nos. 1255 to 1258. [4] Includes .30 mile lying in Group V.
[5] Report for eight months ending June 30, 1893.

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No
ng road, independent. "Line operated" is owned by the Mount Carbon Company, ed.	1017
ng road, independent.	1018
ng road, independent. F. W. Huidekoper and Reuben Foster appointed Receivers 15, 1892.	1019
ary road, other relation. Operated for the benefit of the owners.	1020
ary road, contingent money rental. Leased May 1, 1886, for 99 years; lessee to apply ags to payment of operating expenses and interest on bonds, and an amount not exceed- 1,500 for corporate organization expenses; any residue of earnings to be paid lessor.	1021
ary road, fixed money rental. Leased Oct. 1, 1881, for 99 years; lessee to maintain prop- and pay annual rental of $25,000 in equal semi-annual payments in advance; lease ned to Rich. & Danv. R. R., May 1, 1886.	1022
iary road, fixed money rental. Leased Sept. 29, 1882, for 99 years; lessee guarantees 1½ ent per annum on capital stock and assumes all its indebtedness; lease assigned to . & Danv. R. R. May 1, 1886.	1023
iary road, fixed money rental. Leased Sept. 22, 1882, for 99 years; lessee guarantees 1½ ent per annum on capital stock and assumes all its indebtedness; lease assigned to . & Danv. R. R., May 1, 1886.	1024
iary road, contingent money rental. Leased May 1, 1886, for 99 years; lessee to apply ings to payment of operating expenses and interest on bonds, and not exceeding $1,500 rganization expenses; any residue of earnings to be paid lessor.	1025
iary road, other relation. Owned by Col. & Greenv. R. R., and leased to Rich. & Danv. , May 1, 1886, for 99 years; no rental paid, the latter company owning the entire issue of ia.	1026
iary road, fixed money rental. Leased May 13, 1881, for 99 years, from Apr. 1, 1881; ual rental, $50,000, paid in equal semi-annual payments; lease assigned to Rich. & Danv. , May 1, 1886.	1027
iary road, contingent money rental. Leased May 14, 1890, for 99 years; lessee to apply ipts, first, to maintain property; second, to pay $500 per annum for maintaining organ- on; third, to pay interest on bonds, and to pay any residue to lessor.	1028
iary road, fixed money rental. Leased May 19, 1882, for 999 years; lessee guarantees cipal and interest of bonds.	1029
iary road, fixed money rental. Agreement dated Sept. 11, 1871, for 30 years from Sept. 71. annual rental, $280,000.	1030
iary road, other relation. Controlled through ownership of capital stock. Operated he benefit of the owners.	1031
iary road, contingent money rental. Leased July 24, 1890, for 99 years; lessee to apply ipts, first, to maintain property; second, to pay interest on bonds; and third, to pay residue to lessor; also $500 for maintaining corporate organization, majority of capital k owned by Rich. & Danv. R. R.	1032
iary road, contingent money rental. Leased Oct. 30, 1888, for 99 years; lessee to apply ipts to payment of, first, expenses of maintenance; second, $500 for maintaining organ- on; third, interest in gold coin on bonded debt; and, fourth, any balance to lessor.	1033
iary road, contingent money rental. Leased Nov. 12, 1888, for 99 years; lessee to apply ipts to payment of, first, expenses of maintenance; second, $500 for maintaining organ- on; third, interest in gold coin on bonded debt; and, fourth, any balance to lessor.	1034
iary road, contingent money rental. Leased Oct. 30, 1888, for 99 years; lessee to apply ipts to payment of, first, expenses of maintenance; second, $500 for maintaining organ- ion; third, interest in gold coin on bonded debt; and, fourth, any balance to lessor.	1035
iary road, fixed money rental. Leased Feb. 20, 1872, for 7 years, lease modified Feb. 20, , for a term of 86 years; rental, $60,000, in semi-annual installments.	1036
iary road, contingent money rental. Leased Nov. 21, 1888, for 99 years; lessee to apply ipts, first, to maintenance of property; second, to pay $500 for maintenance of organ- on; third, to pay interest on bonds; and, fourth, to pay any balance to lessor.	1037
iary road, fixed money rental. Leased July 1, 1881, for 999 years; annual rental, in- st on bonds, amounting to $62,000, and 6 per cent on capital stock.	1038
iary road, contingent money rental. Leased Aug. 1, 1881; lessee to complete and oper- ead during term of its operation of N. C. R. R., receiving and applying to its own use all nues arising from such operation.	1039
iary road, contingent money rental. Leased Oct. 27, 1888, for 99 years; lessee to apply pts, first, to maintain property; second, to pay $500 for maintenance of organization; , to pay interest on bonds; and, fourth, to pay any residue to lessor.	1040

GROUP IV. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	In as by pa Ju
		Miles.	*Miles.*	*Miles.*	
	Richmond and Danville Railroad Company—Continued.				
1041	Virginia Midland Railway Company	342.58			
1042	Charlottesville and Rapidan Railroad Company.	28.22			
1043	Franklin and Pittsylvania Railroad Company.	29.90			
1044	Washington, Ohio and Western Railroad Company.	50.12			
1045	Western North Carolina Railroad Company	306.91	[1] .09		
1046	Yadkin Railroad Company	41.17	.02		
1047	Richmond, Fredericksburg and Potomac Railroad Company.	82.09		85.04	
1048	Potomac Railroad Company	1.70			
1049	Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroad Connection Company.	1.25			
1050	Ripley and Mill Creek Valley Railroad Company.	[2] 13.00		[2] 13.00	
1051	Roanoke Railroad Company	20.00	[1] 10.00	20.00	[1]
1052	Rockbridge, Alum and Goshen Railroad Company	[2] 11.00		[2] 11.00	
1053	Scranton Railroad Company	[2] 1.25			
1054	Seaboard and Roanoke Railroad Company	81.30		113.60	
1055	Roanoke and Tar River Railroad Company	32.30			
1056	Carolina Central Railroad Company	264.60		267.00	
1057	Wilmington Railway Bridge Company	2.40			
1058	Murfreesboro Railroad Company	6.25	6.25	6.25	
1059	Raleigh and Gaston Railroad Company	97.00		107.00	
1060	Louisburg Railroad Company	10.00			
1061	Durham and Northern Railway Company	42.20		42.20	
1062	Georgia, Carolina and Northern Railway Company.	[3] 266.20		[4] 277.30	
1063	Seaboard Air Line Belt Railroad Company [5].	[6] 8.10	8.10		
1064	Raleigh and Augusta Air Line Railroad Company.	107.27		119.27	
1065	Pittsboro Railroad Company	12.00			
1066	South Atlantic and Ohio Railroad Company	71.09	1.09	71.09	
1067	South Bound Railroad Company	[7] 135.03		[7] 141.82	
1068	South Carolina Railway Company	[8] 246.00		[8] 270.00	
1069	Carolina, Cumberland Gap and Chicago Railroad Company.	24.00			
1070	Suffolk and Carolina Railway Company	39.00		39.00	
1071	Suffolk Lumber Company's Railroad	27.00		27.00	
1072	Sulphur Mines Railroad Company	[2] 4.00	4.00	[2] 4.00	
1073	Summerville and Saint Johns Railroad Company.	16.00		16.00	
1074	Surry, Sussex and Southampton Railway Company.	22.90		22.90	

[1] Decrease.
[2] Unofficial figures.
[3] Includes 115.38 miles lying in Group V.
[4] Includes 123.48 miles lying in Gro
[5] Report for period, July 28, 1892 to June 30, 1893.
[6] Lies in Group V.
[7] Includes 31.17 miles lying in Group V.
[8] Includes 1 mile lying in Group V.

NDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
l, contingent money rental. Leased Apr. 15, 1886, for 99 years; lessee to apply rment of operating expenses, interest on bonds, rental of this company's leased zation expenses not to exceed $2,500 per annum; any residue of income to be 51 miles of "line owned" leased to and operated by Balt. & Ohio R. R. and 9.40 e owned" leased to and operated by Ches. & Ohio Ry.	1041
d. other relation	1042
ad, fixed money rental. Leased Sept. 19, 1878, for 34 years from completion; an- $7,000; lease assigned to Rich. & Danv. R. R., Apr. 15, 1886.	1043
ad, contingent money rental. Leased to Rich. & Danv. R. R., Oct. 30, 1888, for 999 ual rental, 35 per cent of gross receipts, guaranteed by lessees to be sufficient to t on bonds; operated as a part of Va. Midl. division.	1044
ad, contingent money rental. Leased from May 1, 1886, for 99 years; lessee to ances to payment of operating expenses, organization expenses, and interest on r residue of revenues to be paid lessor.	1045
ad, contingent money rental. Operated under contract; lessee receives all rev- accounts to the lessor for the same.	1046
ad, independent	1047
road, fixed money rental. Leased May 17, 1877, for 28 years, and thereafter until d by either party on 6 months' notice; lessee pays interest on bonds.	1048
road, contingent money rental. Leased Aug. 1, 1868, practically in perpetuity; er cent on capital stock; supplemental agreement, Apr. 9, 1867; rental, a specific sum s on passengers and 100 lbs. of freight, and guarantee 8 per cent per annum on capi-	1049
road, independent	1050
ging road. Owned by Roanoke R. R. & Lum. Co	1051
road, independent. Operated only between June and Oct. of each year	1052
at road. "Line owned" not in operation. Owned by Thos. Wilson	1053
road, independent	1054
road, fixed money rental. Leased in Apr., 1887, for its corporate existence; annual 00 per mile of completed road, and taxes.	1055
road, subsidiary, other relation. Controlled through ownership of majority of capi-	1056
road, other relation. Controlled through ownership of one-half of capital stock	1057
road, subsidiary	1058
road, subsidiary, other relation. Controlled through ownership of capital stock	1059
road, other relation. Leased July 17, 1885, for 99 years, with privilege of renewal. l paid.	1060
road, subsidiary, other relation. Controlled through ownership of capital stock	1061
road, subsidiary, other relation. Majority of capital stock owned by Ral. & Gaston board & Roanoke R. Rs.	1062
y road, other relation. Controlled through ownership of capital stock by Sea- d Roanoke and Ral. & Gaston R. Rs.	1063
road, subsidiary, other relation. Controlled through ownership of capital stock by aston R. R.	1064
y road, other relation. Leased Nov. 23, 1886, for 99 years; no rental paid	1065
g road, independent. John C. Haskell and D. H. Conklin, Receivers, appointed Aug.	1066
g road, independent	1067
g road, independent. Daniel H. Chamberlain, Receiver, appointed Oct. 7, 1889	1068
y road, fixed money rental. Operated by the S. C. Ry., rental, $18,750 per annum	1069
g road, independent	1070
road. Owned and operated by W. H. Jackson & Son, for transporting lumber from ills to wharf.	1071
g road, independent	1072
	1073
	1074

GROUP IV. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1	2	3	4
	Name of road.	LINE OWNED.		LINE OPER
		Length.	Increase as shown by comparison with June 30, 1892.	Length.
		Miles.	*Miles.*	*Miles.*
1075	Tunnelton, Kingwood and Fairchance Railroad Company.	[1] 10.24	[2] .02	[1] 10.24
1076	Valley Railroad Company (of Virginia)	61.00	.....	62.00
1077	Victoria and Western Railroad Company	[1] 18.00	.....	[1] 18.00
1078	Warrenton Railroad Company	[1] 3.00	3.00	[1] 3.00
1079	West Virginia and Pittsburg Railroad Company	157.98	48.75	159.38
1080	West Virginia Central and Pittsburg Railway Company.	[3] 122.40	[2] .01	[4] 151.64
1081	Piedmont and Cumberland Railway Company	[5] 29.23	.....	.....
1082	Wheeling Bridge and Terminal Railway Company	[6] 7.07	[2] 1.43	[6] 7.07
1083	Wilmington, Newbern and Norfolk Railroad Company.	[1] 24.00	24.00	[1] 24.00
1084	Wilmington, Onslow and East Carolina Railroad Company.	50.15	.....	50.15
1085	Wilmington Sea Coast Railway Company	[1] 11.81	.31	[1] 11.81
1086	Winifrede Railroad Company	7.43	.18	7.43
1087	Winton Railroad Company	[1] 2.00	2.00	[1] 2.00

[1] Unofficial figures.
[2] Decrease.
[3] Includes 8.40 miles lying in Group II.
[4] Includes 28.92 miles lying in Grou
[5] Includes 20.51 miles lying in Group II.
[6] Includes 2.37 miles lying in Grou

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
road, independent	1075
	1076
road, independent. Operated by Chamberlain, Wheeler & Co	1077
road, independent	1078
	1079
	1080
road, contingent money rental. Operated by the W. Va. Cent. & Pittsb. Ry., for of gross earnings pending permanent arrangement.	1081
ad, independent	1082
	1083
	1084
	1085
	1086
	1087

GROUP V. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPER. Length.
		Miles.	*Miles.*	*Miles.*
	Total—Group V	20,190.59	351.78	
1088	Abbeville and Waycross Railroad Company	18.50		18.50
1089	Alabama and Vicksburg Railway Company	143.39		143.39
1090	Alabama Great Southern Railroad Company	306.48	[1] 1.12	338.70
1091	Alabama Midland Railway Company	207.72		207.72
1092	Alford and Sloan's Logging Railroad Company	11.00	2.00	11.00
1093	Altamont and Manchester Railroad Company	2.50	2.50	2.50
1094	Amoskeag Railroad Company	[2] 16.50		[2] 16.50
1095	Arcadia, Gulf Coast and Lakeland Railroad Company.	[2] 24.00	24.00	[2] 24.00
1096	Ashland Coal and Iron Railway Company	22.06		22.06
1097	Atlanta and Florida Railroad Company	[2] 105.00		[2] 105.00
1098	Atlanta and West Point Railroad Company	85.70		86.20
1099	Augusta Southern Railroad Company	80.00	80.00	84.00
1100	Augusta and Summerville Railroad Company	[2] 2.50	2.50	[2] 2.50
1101	Beattyville and Cumberland Gap Railroad Company.	[2] 7.00	7.00	[2] 7.00
1102	Birmingham and Atlantic Railroad Company	32.90		32.90
1103	Birmingham, Laney and Piedmont Railroad Company.	[2] 5.00		[2] 5.00
1104	Birmingham, Selma and New Orleans Railway Company.	21.00		21.00
1105	Birmingham, Sheffield and Tennessee River Railway Company.	119.01		119.01
1106	Blue Ridge and Atlantic Railroad Company	21.00		21.09
1107	Bolling Railroad Company	13.75		13.75
1108	Brewton Railroad and Manufacturing Company	[2] 4.25		[2] 4.25
1109	Bristol Belt Line Railway Company	1.00	1.00	1.00
1110	Bristol, Elizabethtown and North Carolina Railway Company.	[2] 22.00	22.00	[2] 22.00
1111	Brunswick and Western Railroad Company	170.40		170.40
1112	Burnside and Cumberland River Railway Company.	1.50	1.50	1.50
1113	Carrabelle, Tallahassee and Georgia Railroad Company.	20.00		
1114	Central Georgia Lumber Company's Railroad	[2] 8.00		[2] 8.00
1115	Central Railroad and Banking Company of Georgia.	811.97	.10	1,560.47
1116	Augusta and Savannah Railroad Company	53.00		
1117	Eatonton Branch Railroad Company	21.00		
1118	Mobile and Girard Railroad Company	122.00	20.44	
1119	Montgomery and Eufaula Railway Company	79.65	[1] .05	
1120	Savannah and Atlantic Railroad Company	17.70		
1121	Savannah and Western Railroad Company	622.51	.99	
1122	Southwestern Railroad Company (of Georgia)	336.00	.30	
1123	Upson County Railroad Company	[2] 16.00		
1124	Chattanooga and Lookout Mountain Railroad Company.	9.50	[1] .50	9.50
1125	Chattanooga Southern Railway Company	89.21		94.39
1126	Chattanooga Union Railway Company	[2] 42.50	[1] .50	[2] 42.50
1127	Chesapeake and Nashville Railway Company	35.87		35.87
984	Chesapeake and Ohio Railway Company [3] [Line west of Huntington, West Virginia.]	[4] 334.92	171.98	[4] 359.14
1128	Kentucky and South Atlantic Railway Company.	19.44		19.44
1129	Chickamauga and Durham Railroad Company	17.30	[1] .70	17.30

[1] Decrease. [2] Unofficial figures.
[3] See page 220, No. 984, for totals covering entire road.
[4] Includes .53 mile lying in Group III, and 8.75 miles lying in Group IV.

E YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
ing road, independent. S. P. Lasseter, Receiver, appointed June 5, 1892	1088
ing road, independent	1089
	1090
ing road, independent. Owned and operated by Ala. Term. & Imp. Co	1091
e logging road. Owned by Alford & Sloan. Feeder to Bruns. & Wn. R. R., at Willing-Ga.	1092
ing road, independent	1093
e logging road. Owned by Amoskeag Lum. Co	1094
ing road, independent	1095
	1096
ing road, independent. T. W. Garrett, Receiver, appointed early in 1892	1097
ing road, independent	1098
	1099
ing road, independent. This company owns and controls the freight tracks connecting a railroads running into Augusta, Ga., and transfers freight between them under con-	1100
ing road, independent	1101
	1102
	1103
	1104
	1105
ing road, independent. W. V. Lauraine, Receiver, appointed Mar. 14, 1892	1106
e road. Owned by Milner, Caldwell & Flowers Lum. Co. Feeder to Louisv. & Nashv. , at Boiling, Ala.	1107
e road	1108
ing road, independent. Operated for shifting purposes	1109
ing road, independent. Benjamin L. Dulaney and Frederick M. Leonard, Receivers, inted Aug. 20, 1892.	1110
ing road, independent	1111
e	1112
endent road. "Line owned" not in operation	1113
e road	1114
ting road, independent	1115
iary road, fixed money rental. Leased May 1, 1862, in perpetuity; rental, $73,000 per num.	1116
iary road, fixed money rental. Leased Apr. 1, 1853, in perpetuity; rental, $14,000 per am.	1117
iary road, fixed money rental. Leased June 1, 1886, for 99 years; rental, 1½ per cent annum on capital stock.	1118
iary road, other relation. Controlled through ownership of entire capital stock	1119
iary road	1120
iary road, other relation. Controlled through ownership of capital stock	1121
iary road, fixed money rental. Leased Dec. 1, 1869, in perpetuity; rental, 7 per cent on ital stock. When Cent. R. R. & Bkg. Co. of Ga. declares a dividend of 10 per cent, S. Wn. R. shall receive 8 per cent, or in the ratio of 8 to 10.	1122
iary road, other relation. Controlled through ownership of capital stock	1123
ing road, independent	1124
ing road, independent. Joseph W. Burke, Receiver, appointed Feb. 13, 1892	1125
ing road, independent. H. S. Chamberlain, Receiver, appointed Feb. 4, 1892	1126
ing road, independent. John Echols, Receiver, appointed Dec. 6, 1890	1127
ing road, independent	984
ing road, subsidiary, other relation. Controlled through ownership of entire capital k.	1128
ing road, independent	1129

GROUP V. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	Name of road.	LINE OWNED. Length.	LINE OWNED. Increase as shown by comparison with June 30, 1892.	LINE OPERA Length.	LINE OPERA I as b p J
		Miles.	*Miles.*	*Miles*	
1130	Chilton Lumber Company's Railroad	[1] 9.00		[1] 9.00	
1131	Cincinnati and Kentucky Southern Railroad Company.	13.00	[2] 2.00	13.00	
1132	Cincinnati, New Orleans and Texas Pacific Railway Company.			[3] 338.26	
1133	Cincinnati Southern Railway Company	[3] 336.92			
1134	Cloverport Oil and Coal Company's Railroad	[1] 7.75		[1] 7.75	
1135	Columbus Southern Railway Company	87.78		87.78	
1136	Covington, Flemingsburg and Ashland Railway Company.	[1] 17.00		[1] 17.00	
1137	Dayton Coal and Iron Company's Railroad	7.25	7.25	7.25	
1138	Dover and Statesboro Railroad Company [4]	10.00		10.00	
1139	Dunham Lumber Company's Railroad	15.00		15.00	
1140	East and West Railroad Company of Alabama	116.70		116.70	
1141	East Tennessee and Western North Carolina Railroad Company.	31.00		31.00	
1142	East Tennessee, Virginia and Georgia Railway Company. [5]	1,246.50		1,265.00	
1143	Watauga Valley Railroad Company	[1] 1.10			
1144	Knoxville and Ohio Railroad Company	65.30		65.30	
1145	Louisville Southern Railroad Company [6]	123.28	[2] 7.22	130.18	
1146	Memphis and Charleston Railroad Company	292.00		330.00	
1147	Eastern Kentucky Railway Company	36.00		36.00	
1148	Eppinger and Russell Logging Railroad Company.	[1] 20.00		[1] 20.00	
1149	Escambia Railroad Company	26.50			
1150	Florida Central and Peninsular Railroad Company.	688.89	[2] .18	688.89	
1151	East Florida and Atlantic Railroad Company	16.00	.38	16.00	
1152	Florida Midland Railway Company	[1] 44.00		[1] 44.00	
1153	Fort Payne and Eastern Railroad Company	14.50			
1154	Gadsden and Attalla Union Railway Company [7]	11.00	.18	11.00	
1155	Gainesville and Dahlonega Railroad Company	[1] 4.00			
1156	Georgia Railroad Company			307.00	
1157	Georgia Railroad and Banking Company	303.00			
1158	Gainesville, Jefferson and Southern Railroad Company.	65.00		65.00	
1159	Union Point and White Plains Railroad Company.	13.00		13.50	
1160	Georgia Marble Company's Railroad	6.50	[2] .50	6.50	
1161	Georgia Midland and Gulf Railroad Company	99.60		99.60	
1162	Georgia Southern and Florida Railroad Company.	285.00		285.00	
1163	Macon and Atlantic Railroad Company	[1] 11.50			
1164	Macon and Birmingham Railroad Company	97.00		97.00	
1165	Great Eastern Railroad Company	[1] 6.00		[1] 6.00	
1166	Gregory and Coe Lumber Company's Railroad	10.00	1.00	10.00	
1167	Gulf and Chicago Railroad Company	62.50		62.50	
1168	Gulf Red Cedar Company's Railroad	12.00	12.00	12.00	
1169	Gulf and Ship Island Railroad Company	[1] 20.00	20.00	[1] 20.00	

[1] Unofficial figures. [2] Decrease.
[3] Includes .56 mile lying in Group III.
[4] Report of Receiver for period, February 12 to June 30, 1893.
[5] Report of Receivers for period, June 25, 1892 to June 30, 1893.
[6] Report received too late for use in other Tables.
[7] Report for five months ending June 1, 1893.

YEAR ENDING JUNE 30, 1893 -Continued.

6	
Remarks.	No.
...oad. Feeder to E. Tenn., Va. & Ga. Ry., at Chilton, Ala	1130
...g road, independent	1131
	1132
...y road, fixed money rental. Built and owned by the city of Cincinnati in its municapacity. Leased Oct. 12, 1891, for 25 years; annual rental during first period of 5 $800,000; second period of 5 years, $900,000; third period of five years, $1,000,000; period of 5 years, $1,090,000; fifth period of 5 years, $1,250,000; lessee also agrees to pay assessments, etc., and $12,000 per annum for organization expenses.	1133
...road. Owned and operated by Breckenridge Co., in connection with its Cannel Coal ...eder to Louisv., St. L. & Tex. Ry., at Cloverport, Ky.	1134
...g road, independent	1135
	1136
...g road, independent. Owned by Dayton Coal & Iron Co., Limited	1137
...g road, independent. J. W. Cabaniss, Receiver, appointed Feb. 12, 1893	1138
...road. Feeder to Louisv. & Nashv. R. R., at Dunham, Ala	1139
...g road, independent. Charles P. Ball, Receiver, appointed Mar. 16, 1888	1140
...g road, independent	1141
...g road, independent. Chas. M. McGhee and Henry Fink, Receivers, appointed June ...2.	1142
...ry road. "Line operated" included as sidings in E. Tenn., Va. & Ga. Ry	1143
...g road, subsidiary, other relation. Controlled through ownership of capital stock	1144
...g road, subsidiary. Leased July 1, 1890, for 99 years. Chas. M. McGhee and Henry Receivers, appointed June 24, 1892.	1145
...g road, subsidiary, other relation. Controlled through ownership of majority of capi...ck.	1146
...g road, independent	1147
...logging road. Feeder to Fla. Cent. & Penin. R. R., at Olustee, Fla	1148
...dent road. "Line owned" not in operation	1149
...g road, independent	1150
...g road, subsidiary, other relation. Operated under special agreement, net earnings ...o the R. Fla. & Atl. R. R.	1151
...g road, independent. A. E. Drought, Receiver	1152
...road. Owned by the Fort Payne Coal & Iron Co. "Not in operation." W. K. Shel...eceiver, appointed Sept., 1892.	1153
...g road, independent	1154
...dent road. "Line owned" not in operation. W. P. Price, owner	1155
...g road, independent	1156
...ry road, fixed money rental. Leased May 7, 1881, from Apr. 1, 1881, for 99 years, at ...0 per annum, to W. M. Wadley and associates, who conveyed their interests to Cent. ...k Bkg. Co. of Ga., and Louisv. & Nashv. R. R., one-half to each, and these companies ...perate the road by a joint commission, under the name of the Georgia R. R.	1157
...g road, subsidiary, other relation. Controlled through ownership of capital stock	1158
	1159
...road. Owned by the Georgia Marble Co	1160
...g road, independent	1161
...g road, independent. W. B. Sparks, Receiver, appointed Mar. 11, 1891	1162
...ry road. "Line owned," not in operation. Sold under foreclosure Nov. 30, 1892, and ...ased by J. R. Young, Savannah, Ga.	1163
...g road, subsidiary. W. B. Sparks, Receiver, appointed Mar. 11, 1891	1164
...logging road. Owned by W. C. Albertson. Feeder to N. O. & N. En. R. R., at Tuscanola,	1165
...road	1166
...g road, independent	1167
	1168
...g road, independent. T. Jones Stewart, Receiver	1169

GROUP V. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	I as b J
		Miles.	*Miles.*	*Miles.*	
1170	Harriman Coal and Iron Railroad Company	8.00	2.50	8.00	
1171	Hartwell Railroad Company [1]	10.10	.....	10.10	
1172	Huntsville Belt Line and Monte Sano Railway Company.	[2] 8.50	.....	[2] 8.50	..
1173	Illinois Central Railroad Company [3] [Line south of Cairo, Illinois.]	.....	.....	894.41	..
1174	Canton, Aberdeen and Nashville Railroad Company.	87.89	.....	.....	..
1175	Chicago, Saint Louis and New Orleans Railroad Company.	666.16	.....	.....	..
1176	Yazoo and Mississippi Valley Railroad Company.	947.63	807.27	807.27	
1177	Indian Springs and Flovilla Railroad Company	2.50	2.50	2.50	
1178	Jacksonville and Atlantic Railway Company	16.25	.....	16.25	...
1179	Jacksonville, Mayport, Pablo Railway and Navigation Company.	[2] 17.40	.....	.....	..
1180	Jacksonville, Saint Augustine and Indian River Railway Company.	[2] 228.00	228.00	[2] 228.00	
1181	Jacksonville, Tampa and Key West Railway Company.	200.00	.....	200.00	...
1182	Florida Southern Railroad Company	242.44	[4] 3.07	242.44	
1183	Saint Johns and Lake Eustis Railway Company.	47.56	[4] .44	47.56	
1184	Jupiter and Lake Worth Railroad Company	[2] 8.00	1.00	[2] 8.00	
1185	Jellico, Birdeye and Northern Railroad Company.	[2] 7.40	7.40	[2] 7.40	
1586	Kansas City, Fort Scott and Memphis Railroad Company: [5]				
1186	Kansas City, Memphis and Birmingham Railroad Company.	276.57	.....	276.57	...
1187	Kentucky and Indiana Bridge Company	[6] 8.81	.....	[6] 8.81	...
1188	New Albany Belt and Terminal Railroad Company.	[7] 2.25	2.25	[7] 2.25	
1189	Kentucky Midland Railway Company	[2] 40.00	.....	[2] 40.00	...
1190	Kentucky Union Railway Company	[2] 92.50	.....	[2] 96.41	...
1191	Passenger Belt Railway Company	3.91	.....	.....	...
1192	Knoxville and Augusta Railroad Company	[2] 16.00	.....	[2] 16.00	...
1193	Knoxville and New River Railroad Company	[2] 13.00	.....	.....	...
1194	Knoxville, Cumberland Gap and Louisville Railroad Company.	81.80	.....	81.80	...
1195	Kymulga and Coosa River Railroad Company	[2] 10.00	10.00	[2] 10.00	
1196	Lexington Terminal Railroad Company	4.00	[4] .50	4.00	
1197	Louisville and Nashville Railroad Company [8] [Line south of Ohio River.]	[9] 1,895.58	13.16	[9] 2,939.55	1,
1198	Alabama Mineral Railroad Company	124.91	.....	.....	[4]
1199	Birmingham Mineral Railroad Company	161.18	[4] .66	.....	[4]
1200	Elkton and Guthrie Railroad Company	10.92	.....	.....	[4]
1201	Glasgow Railroad Company	10.50	.....	.....	[4]
1202	Louisville Railway Transfer Company	4.13	.....	.....	

[1] Report of Receiver for seven months ending June 30, 1893.
[2] Unofficial figures.
[3] See page 220, No. 1173, for totals covering entire road.
[4] Decrease.
[5] Inserted to show relation of road following.
[6] Unofficial figures. Includes .50 mile lying in Group III.
[7] Unofficial figures. Lies in Group III.
[8] See page 220, No. 1197, for totals covering entire road.
[9] Includes 65.80 miles lying in Group IV.

IE YEAR ENDING JUNE 30, 1893—Continued.

Remarks.	No.
ing road, independent	1170
ing road, independent. E. B. Benson, Receiver, appointed Nov., 1892	1171
ing road, independent	1172
ting road, independent. "Line operated," includes 140.36 miles, leased from Yasoo & . Vy. R. R.	1173
liary road, fixed money rental. Leased Mar. 31, 1888, until June 1, 1952; rental, net earn- of the road, which lessee guarantees to be $60,000 per annum.	1174
liary road, fixed money rental. Leased July 1, 1882, for 400 years; annual rental, 4 per on capital stock, interest on bonds, taxes, assessments, etc. On Apr. 3, 1889, this com- r acquired Miss. & Tenn. R. R.	1175
ting road, subsidiary, other relation. "Line owned" includes 140.36 miles leased to and ated by Ill. Cent. R. R.	1176
ting road, independent	1177
o	1178
endent road. "Line owned" not in operation	1179
ting road, independent	1180
ting road, independent. Joseph H. Durkee, Receiver, appointed Apr. 1893	1181
ting road, subsidiary, other relation. Controlled through ownership entire capital stock.	1182
ting road subsidiary. C. P. Lovell, Receiver, appointed June 10, 1893	1183
ting road, subsidiary	1184
ting road, independent	1185
	1586
ting road, subsidiary, other relation. Controlled through ownership of capital stock	1186
ting road, independent	1187
ting road, subsidiary	1188
ting road, independent. Operated by Home Construction Co., under lease dated Jan. 1890, 5 years; earnings to be applied, first, to operation; second, to necessary agreed improve- nts; third, any surplus to the reduction of claim of construction company.	1189
ting road, independent. Hamilton F. Kean, Receiver, appointed Feb. 10, 1891	1190
diary road	1191
ting road, independent	1192
endent road; "line owned," not in operation	1193
ting road, independent. Clarence Cary, Receiver, appointed Dec. 20, 1892	1194
ting road, independent	1195
ting road, independent	1196
ting road, independent. "Line owned" includes 55.54 miles not in operation	1197
liary road, other relation. Controlled through ownership of entire capital stock	1198
liary road, other relation. Entire capital stock issued to Louisv. & Nashv. R. R., under ract for construction of the road.	1199
liary road, contingent money rental. Leased Aug. 30, 1884, for 25 years; rental, net earn-	1200
liary road, contingent money rental. Leased Jan. 8, 1892, for 5 years; rental, net earnings.	1201
Lary road, fixed money rental. Leased May 2, 1871, for 30 years to the Louisv., Cin. & Ry. The Louisv. & Nashv. R. R. acquired the lease under purchase of the Louisv., Cin. ix. Ry., Nov. 1, 1881; rental, interest on bonds, and all other charges. Controlled through nership of entire capital stock.	1202

GROUP V. TABLE 1.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	I as b p J
		Miles.	*Miles.*	*Miles.*	
	Louisville and Nashville Railroad Company—Continued. [Line south of Ohio River.]				
1203	Mammoth Cave Railroad Company	9.20	.82		
1204	Mobile and Montgomery Railway Company	178.49			1
1205	Nashville and Decatur Railroad Company	119.24			1
1206	Nashville, Florence and Sheffield Railway Company.	104.83			1
1207	Northern Division, Cumberland and Ohio Railroad Company.	26.72			
1208	Owensboro and Nashville Railway Company	88.10	[1] .39		
1209	Shelby Railroad Company	19.10			
1210	South and North Alabama Railroad Company	188.97	.30		1
1211	Southern Division, Cumberland and Ohio Railroad Company.	30.90			
1212	Henderson Bridge Company	[2] 10.06		[2] 10.06	
1213	Newport and Cincinnati Bridge Company	[2] .73		[2] .73	
1214	Louisville and Wadley Railroad Company	[4] 10.00		[4] 10.00	
1215	Louisville Bridge Company	2.80		2.80	
1216	Louisville, Saint Louis and Texas Railway Company.	[4] 166.01	44.61	[4] 187.01	
1217	Macon, Dublin and Savannah Railroad Company.	54.00		54.00	
1218	Marietta and North Georgia Railway Company	[5] 229.31		[5] 229.31	
1219	Mary Lee Coal and Railway Company	7.50		7.50	
1220	Middle and East Tennessee Central Railway Company.	[4] 11.50		[4] 11.50	
1221	Middle Georgia and Atlantic Railway Company	38.00	18.00	21.00	
1222	Middle Tennessee and Alabama Railroad Company.	50.00	50.00		
1223	Middlesborough Belt Railroad Company	[4] 21.51		[4] 15.51	
1224	Midville, Swainsboro and Red Bluff Railroad Company.	20.00	2.50	20.00	
1225	Millen and Southern Railway Company	32.00		32.00	
1226	Miramich Railroad Company	[4] 3.25		[4] 3.25	
1227	Mobile and Birmingham Railway Company	146.80		163.00	
1228	Mobile and Ohio Railroad Company [6] [Line south of Cairo, Illinois.]	527.00		527.00	
1229	Mobile and Spring Hill Railroad Company	[4] 7.50	.50	[4] 7.50	
1230	Morristown and Cumberland Gap Railroad Company.	[4] 40.00	40.00	[4] 40.00	
1231	Nashville and Knoxville Railroad Company	71.80		71.80	
1232	Nashville, Chattanooga and Saint Louis Railway Company.	747.99	37.05	847.64	
1233	Western and Atlantic Railroad Company	137.38			
1234	Nashville, Tellico and Charleston Railway Company.	23.17	[1] 3.83	23.17	
1235	New Orleans and Northeastern Railroad Company.	195.52		195.90	
1236	Newport News and Mississippi Valley Company: [7]				
1237	Chesapeake, Ohio and Southwestern Railroad Company.	351.12		398.48	

[1] Decrease.
[2] Includes 9.59 miles lying in Group III.
[3] Includes .19 mile lying in Group III.
[4] Unofficial figures.
[5] Unofficial figures. Includes 14 miles lying in Group IV.
[6] See page 220, No. 1228, for totals covering road.
[7] Report not filed; inserted to show relation of six roads following.

YEAR ENDING JUNE 30, 1893—Continued.

Remarks.	No.
ry road, contingent money rental. Leased Sept. 15, 1886, for 25 years; rental, net gs.	1203
ry road, contingent money rental. Leased Jan. 12, 1881, for 20 years; rental, net earn- Controlled through ownership of entire capital stock.	1204
ry road, fixed money rental. Leased July 1, 1872, for 30 years, lessee assuming all d and floating debts up to $2,450,000, and guaranteeing 6 per cent on capital stock.	1205
ry road, other relation. Controlled through ownership of majority of capital stock..	1206
ry road, contingent money rental. Leased July 28, 1879, for 30 years, to Louisv., Cin. r. Ry.; net earnings to be applied to payment of interest, provide sinking fund, tire bonds; lease assigned to Louisv. & Nashv. R. R., Nov. 1, 1881.	1207
ry road, other relation. Controlled through ownership of entire capital stock	1208
ry road, fixed money rental. Leased July 16, 1879, for 30 years, to Louisv., Cin. & Lex. t an annual rental of $15,000; lease assigned to Louisv. & Nashv. R. R., Nov. 1, 1881.	1209
ry road, other relation. Controlled through ownership of majority of capital stock..	1210
ry road, contingent money rental. Leased Sept. 19, 1878, for 25 years: net earnings to plied to payment of interest on bonds.	1211
ng road, subsidiary, other relation. Controlled through ownership of majority capital	1212
ng road, subsidiary, fixed money rental. Agreement dated July 1, 1887, for 11 years, at nual rental of $115,000.	1213
ng road, independent.....	1214
.....	1215
.....	1216
.....	1217
ng road, independent. J. B. Glover, Receiver, appointed Jan. 19, 1891.....	1218
ng road, independent.....	1219
ng road, independent. Operated by J. C. Rodemer & Co., lessees	1220
ng road, independent.....	1221
ndent road. "Line owned" not in operation.....	1222
ng road, independent. Of "line owned," 6.00 miles not in operation.....	1223
ng road, independent.....	122(
.....	1225
road. Owned by James Krongham & Co., Bozeman, Ala.....	1226
ng road, independent. T. G. Bush, Receiver, appointed June 30, 1892.....	1227
ng road, independent.....	1228
.....	1229
ng road, independent. Jackson Smith, Receiver, appointed Nov. 10, 1892	1230
ng road, independent.....	1231
ng road, independent. Of "line owned," 37.73 miles not in operation.....	1232
ry road, fixed money rental. Leased from State of Georgia, Dec. 27, 1890, for 29 years. l, $420,012 per annum.	1233
ng road, independent.....	1234
.....	1235
	1236
g road, subsidiary, contingent money rental. Leased Feb. 1, 1886, for 50 years; lessor ply surplus after payment of expenses to payments of its equipment bonds and t thereon and other interest obligations, and to make such advances as may be agreed	1237

GROUP V. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	In as by p Ju
		Miles.	*Miles.*	*Miles.*	
	Newport News and Mississippi Valley Company—Continued.				
	Chesapeake, Ohio and Southwestern Railroad Company—Continued.				
1238	Hodgenville and Elizabethtown Railway Company.	11.10	.....	11.10	...
1239	Ohio Valley Railway Company	[1] 119.76	11.63	[1] 140.32	
1240	Owensboro, Falls of Rough and Green River Railroad Company.	[2] 26.50	.....	[2] 26.50	...
1241	Short Route Railway Transfer Company	[2] 1.52	.....	[2] 1.52	...
1242	Troy and Tiptonville Railroad Company	4.60	.....	4.60	...
1243	Oconee and Western Railroad Company [3]	40.00	40.00	40.00	
1244	Orange Belt Railway Company	153.00	.20	153.00	
1245	Paducah, Tennessee and Alabama Railroad Company.	[2] 224.20	135.60	[2] 224.20	
1246	Peacock and Peterson Railroad Company	[2] 3.00	.....	[2] 3.00	...
1247	Pensacola, Alabama and Tennessee Railroad Company.	[2] 15.00	15.00	[2] 24.00	
1248	Pensacola and Perdido Railroad Company	[2] 9.00	.....	.....	
1249	Pensacola and Andalusia Railroad Company	15.00	[4] 2.00	15.00	
1250	Pensacola and Mobile Railroad Company	[2] 19.00	4.00	[2] 19.00	
1251	Portsmouth and Tygart Valley Railroad Company.	[2] 6.25	6.25	[2] 6.25	
1252	Procter Coal Company's Railroad	[2] 3.50	.....	[2] 3.50	...
1253	Raleigh Springs Railroad Company	[2] 11.00	11.00	.....	...
1019	Richmond and Danville Railroad Company: [5]				
1254	Atlanta and Charlotte Air Line Railway Company.	[6] 268.54	.....	.....	...
1255	Roswell Railroad Company	9.11	.....	.....	...
1256	Elberton Air Line Railroad Company	50.36	[4] .21	.....	...
1257	Lawrenceville Branch Railroad Company	9.61	.....	.....	...
1258	Northeastern Railroad Company of Georgia	39.04	.....	.....	...
1259	Georgia Pacific Railway Company	554.78	[4] 8.93	575.91	
1260	Macon and Northern Railroad Company	107.00	6.55	107.00	
1261	Richmond, Nicholasville, Irvine and Beattyville Railroad Company.	[2] 61.00	1.00	[2] 61.00	
1262	Rockwood and Tennessee River Railway Company	[2] 6.00	.....	[2] 6.00	...
1263	Rome Railroad Company of Georgia	[2] 20.00	.....	[2] 20.00	...
1264	Saint Augustine and South Beach Railway Company.	[2] 5.00	.....	[2] 5.00	...
1265	Salt Springs and Bowden Lithia Railroad Company.	1.38	[4] 1.12	1.38	
1266	Sandersville and Tennille Railroad Company	3.50	.....	3.50	...
1267	Savannah, Americus and Montgomery Railway Company.	300.71	.71	300.71	
1268	Montgomery Terminal Company	[2] 1.25	1.25	[2] 1.25	
1269	Savannah, Florida and Western Railway Company.	568.60	.....	568.60	...

[1] Includes 4.77 miles lying in Group III.
[2] Report for period, October 11, 1892 to June 30, 1893.
[3] Inserted to show relation of seven roads following.
[4] Decrease.
[5] Includes 108.12 miles lying in Group IV.
[6] Unofficial figures.

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
road, subsidiary, contingent money rental. Operated by Newpt. News & Miss. Vy. ccount of its owners, that company accounting to them for its earnings and expenses.	1238
road, subsidiary	1239
	1240
road, subsidiary, other relation. Operated by the officers of Newpt. News & Miss.	1241
; road, subsidiary, contingent money rental. Operated by Newpt. News & Miss. Vy. ccount of its owners, that company accounting to them for its earnings and expenses.	1242
; road, independent	1242
	1244
	1245
ad	1246
; road, independent	1247
y road	1248
ad. Owned by Skinner and McDavid, Escambia, Fla	1249
mber road. Controlled by Southern States Land and Tim. Co	1250
; road, independent	1251
ad. Owned by Procter Coal Co. Feeder to E. Tenn., Va. & Ga. Ry., and Louisv. & R. R. at Jellico, Tenn.	1252
ent road. "Line owned" not in operation	1253
	1019
y road, fixed money rental. Agreement dated Mar. 26, 1881, for an indefinite time. : Danv. R. R. assumed all liabilities of this company and agrees to pay annually assessments, etc., interest on bonds, 5 per cent on capital stock, to be increased to nt when earnings of this company exceed $1,500,000, and to 7 per cent when earnings $2,500,000, and $2,000 for organization expenses.	1254
y road, contingent money rental. Operated as part of Atlanta & Charl. Air Line , Rich. & Danv. R. R. receiving the revenue and accounting to this company for same.	1255
	1256
y road, contingent money rental. Operated by the Rich. & Danv. R. R., which receives ome and accounts to this company for same.	1257
y road, contingent money rental. Agreement dated June 14, 1886, for 25 years; les- pply revenue to operating expenses, interest on bonds, principal and interest of a sus- debt due lessee; any residue of revenue to be paid lessor.	1258
g road, subsidiary, contingent money rental. Leased Jan. 1, 1889, for 20 years; annual interest on bonds and organization expenses; any residue of revenue to be paid lessor; o make up any deficiency in revenue, retaining a lien on any subsequent residue until lvances shall have been repaid. Narrow gauge, 23.19 miles.	1259
g road, subsidiary, fixed money rental. Leased June 15, 1891, for 99 years; rental, in- m bonds. N. E. Harris, Receiver, appointed Mar. 24, 1893.	1260
g road, independent. John McLeod, Receiver, appointed Dec. 3, 1891	1261
g road, independent. Owned and operated by the Roane Iron Co	1262
g road, independent	1263
	1264
g road, independent. Feeder to Ga. Pac. Ry., at Lithia Springs, Ga	1265
g road, independent	1266
g road, independent. S. H. Hawkins and T. Edward Hambleton, Receivers, appointed , 1892.	1267
g road, subsidiary, other relation	1268
g road, independent	1269

GROUP V. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	L as b p J
		Miles.	*Miles.*	*Miles.*	
1270	Seaboard Railway Company (of Alabama)	[1] 26.00	26.00	[1] 26.00	
1271	Silver Springs, Ocala and Gulf Railroad Company	75.08	.84	75.08	
1272	Smithonia and Dunlap Railroad Company	[1] 10.00	.....	[1] 10.00	...
1273	South Brunswick Terminal Railroad Company	16.50	.50	16.50	
1274	South Florida Railroad Company	250.00	14.41	250.00	
1275	Southwestern Railroad (of Florida)	[1] 33.50	10.40	[1] 33.50	...
1276	Stallmore Air Line Railroad Company	[1] 5.00	.....	.....	...
1277	Suwannee River Railway Company	31.00	.....	.....	
1278	Sylvania Railroad Company	[1] 15.00	.....	[1] 15.00	...
1279	Talbotton Railroad Company	7.00	.....	7.00	...
1280	Tavares and Gulf Railroad Company	[1] 30.75	.....	[1] 30.75	...
1281	Tennessee Central Railroad Company	[1] 12.00	.....	.....	...
1282	Tennessee Coal, Iron and Railroad Company	8.06	8.06	8.06	
1283	Tennessee River, Ashville and Cocsa Railway Company.	[1] 4.00	.....	[1] 4.00	...
1284	Tredegar Mineral Railway Company	[1] 4.00	4.00	[1] 4.00	
1285	Tuskegee Railroad Company	5.50	.....	5.50	...
1286	Wadley and Mount Vernon Railroad Company	[1] 29.10	.....	[1] 29.10	...
1287	Way Cross Air Line Railroad Company	[1] 25.00	.....	[1] 25.00	...
1288	Western Railway of Alabama	133.10	.....	133.10	...
1289	Winston and Bone Valley Railway Company	[1] 19.00	19.00	.....	
1290	Wrightsville and Tennille Railroad Company	36.00	.....	36.00	...
1291	Yellow River Railroad Company	[1] 15.00	.....	[1] 15.00	...

[1] Unofficial figures. [2] Decrease.

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
; road, independent	1270
	1271
	1272
	1273
	1274
	1275
nt road. "Line owned" not in operation	1276
	1277
road, independent	1278
	1279
	1280
nt road. "Line owned" not in operation	1281
road, independent	1282
	1283
	1284
	1285
	1286
	1287
	1288
t road. "Line owned" not in operation	1289
oad, independent	1290
1. Owned by Hy. Watson, Crestview, Fla	1291

GROUP VI. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPER. Length.	
		Miles.	*Miles.*	*Miles.*	
	Total—Group VI	39,656.87	1,136.50		
1292	Abbotsford and Northeastern Railroad Company	15.16		15.16	
1293	Ahnapee and Western Railway Company	14.00	14.00	14.00	
1294	Ames and College Railway Company	[1] 1.99	1.99	[1] 1.99	
1295	Atchison, Topeka and Santa Fé Railroad Company. [2] [Line east of Kansas City, Missouri.]	593.30	1.28	614.11	
1296	Belt Railway Company of Chicago			21.31	
1297	Black Hills and Fort Pierre Railroad Company	40.89		40.89	
1298	Brainerd and Northern Minnesota Railroad Company.	[1] 42.00	42.00		
1299	Burlington and Northwestern Railway Company	38.73		52.50	
1300	Burlington and Western Railway Company	70.70		70.70	
1301	Burlington, Cedar Rapids and Northern Railway Company.	446.16	44.08	1,134.29	
1302	Cedar Rapids and Clinton Railway Company	81.94			
1303	Cedar Rapids, Iowa Falls and Northwestern Railway Company.	484.35	49.74		
1304	Chicago, Decorah and Minnesota Railway Company.	23.30			
1305	Iowa City and Western Railway Company	73.02			
1306	Waverly Short Line Railway Company	5.68			
1307	Calumet and Blue Island Railway Company	36.50	3.50	204.50	
1308	Centralia and Chester Railroad Company	46.00	22.05	46.00	
1309	Cherry Valley Railroad Company	6.00		6.00	
1310	Chicago and Alton Railroad Company	384.25		[3] 843.40	
1311	Joliet and Chicago Railroad Company	37.20			
1312	Kansas City, Saint Louis and Chicago Railroad Company. [4] [Line east of Missouri River.]	55.48			
1313	Louisiana and Missouri River Railroad Company.	100.80			
1314	Mississippi River Bridge Company	1.33			
1315	Saint Louis, Jacksonville and Chicago Railroad Company.	158.00			
1316	Chicago and Calumet Terminal Railway Company.	[5] 43.32	10.82	[5] 55.99	
1317	Chicago and Eastern Illinois Railroad Company	221.20		[6] 479.79	
1318	Chicago and Indiana Coal Railway Company	[7] 174.30			

[1] Unofficial figures.
[2] See page 220, No. 1295, for totals coveri road.
[3] Includes 106.34 miles lying in Group VIII.
[4] See page 220, No. 1312, for totals coveri road.
[5] Includes 19.49 miles lying in Group III.
[6] Includes 236.12 miles lying in Group III; see note 7, also page 180, notes 1 and 2.
[7] Lies in Group III.

THE YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
rating road, independent	1292
..do	1293
..do	1294
..do	1295
rating road, independent. Transfer company. "Line operated" is leased from Chic. & n. Ind. R. R.	1296
rating road, independent	1297
dependent road. "Line owned," not in operation	1298
rating road, independent	1299
..do	1300
rating road, independent. "Line operated" includes 11.39 miles leased from Io. Cent. Ry.	1301
sidiary road, contingent money rental. Leased May 15, 1883, in perpetuity for 30 per cent f gross earnings annually, which shall be sufficient to pay interest on bonds of lessor; lessee narantees principal of bonds at maturity and pays taxes and assessments; any unexpended alance after retirement of bonds to be paid lessor. Controlled through ownership of entire apital stock.	1302
sidiary road, contingent money rental. Leased June 23, 1881, in perpetuity, for 30 per cent f gross earnings annually, which shall be sufficient to pay interest on bonds of lessor; lessee narantees principal of bonds at maturity and pays taxes and assessments; any unexpended alance after retirement of bonds to be paid lessor. Controlled through ownership of entire apital stock.	1303
sidiary road, contingent money rental. Leased Mar. 15, 1884, in perpetuity, for 30 per cent f gross earnings annually, which shall be sufficient to pay interest on bonds of lessor; lessee narantees principal of bonds at maturity and pays taxes and assessments; any unexpended alance after retirement of bonds to be paid lessor. Controlled through ownership of entire apital stock.	1304
sidiary road, contingent money rental. Leased June 8, 1880, for corporate existence. erms of lease same as that of Chic., Dec. & Minn. Ry. Controlled through ownership of entire apital stock.	1305
sidiary road, contingent money rental. Terms of lease same as of that of Chic., Dec. & linn. Ry.	1306
rating road, independent	1307
.do	1308
rate road. Owned by the Maramec Iron Min. Co. and used exclusively to haul ore from ines to St. L. & San Fran. Ry.	1309
rating road, independent	1310
sidiary road, fixed money rental. Leased Jan. 1, 1864, in perpetuity, for 7 per cent per nnum on stock, and all organization expenses.	1311
sidiary road, contingent money rental. Leased Nov. 1, 1879, in perpetuity, for 35 per cent gross earnings, less assessments and taxes; any balance after paying interest on bonds, 6 r cent on preferred and 7 per cent on common stock, after deducting taxes, etc., to be tained by lessee.	1312
sidiary road, contingent money rental. Leased Aug. 1, 1870, in perpetuity, for 35 per cent gross earnings, less assessments and taxes; lessee guarantees minimum rental never to be ss than $1,370 per mile per annum.	1313
sidiary road, fixed money rental. Leased Dec. 3, 1877, in perpetuity, lessee assuming to ay principal and interest on $700,000 bonds at maturity and an annual dividend of 7 per nt on $300,000 capital stock.	1314
sidiary road, other relation. Controlled through ownership of entire capital stock	1315
rating road, independent	1316
.do	1317
sidiary road, other relation. Controlled through ownership of entire capital stock	1318

GROUP VI. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	L as b p J
		Miles.	*Miles.*	*Miles.*	
	Chicago and Eastern Illinois Railroad Company—Continued.				
1319	Evansville, Terre Haute and Chicago Railway Company.	[1] 48.58	.....	.....	...
1320	Indiana Block Coal Railroad Company.....	[2] 12.62	.....	.....	...
1321	Chicago and Western Indiana Railroad Company.	48.58	.....	27.27	
1322	Chicago and Kenosha Railway Company.....	4.05	.37	4.05	
1323	Chicago and Northwestern Railway Company....	3,084.60	.....	4,273.54	...
1324	Dakota Central Railway Company.....	723.93	.....	.....	...
1325	Princeton and Western Railway Company.....	16.06	.....	.....	...
1326	Winona and Saint Peter Railroad Company.....	448.48	.....	.....	...
1327	Sioux City and Pacific Railroad Company.....	[3] 107.42	.....	[3] 107.42	...
1328	Chicago and Ohio River Railroad Company	85.42	.....	85.42	...
1329	Chicago and Southeastern Railway Company (of Illinios).	13.65	.22	13.65	
1330	Chicago, Burlington and Kansas City Railway Company.	180.99	.....	221.16	
1331	Chicago, Burlington and Northern Railroad Company of Wisconsin and Minnesota.	247.65	1.47	372.24	
1332	Chicago, Burlington and Northern Railroad Company of Illinois.	94.04	[4] .01	.....	...
1333	Chicago, Burlington and Quincy Railroad Company. [5] [Line east of Missouri River.]	2,118.77	[4] 2.21	2,217.15	
1334	Quincy, Alton and Saint Louis Railway Company.	46.14	.....	.....	...
1335	Kansas City, Saint Joseph and Council Bluffs Railroad Company.	315.51	1.02	308.42	
1336	Chicago, Fairchild and Eau Claire River Railroad Company.	10.00	[4] 6.00	10.00	
1337	Chicago, Fort Madison and Des Moines Railway Company.	71.00	21.00	71.00	
1338	Chicago Great Western Railway Company.....	.....	.....	922.45	
1339	Chicago, Saint Paul and Kansas City Railway Company.	815.67	.....	.....	[4]
1340	Leavenworth and Saint Joseph Railway Company.	23.00	.....	.....	...
1341	Chicago, Iowa and Dakota Railway Company....	[6] 26.50	.....	[6] 26.50	...
1342	Chicago, Milwaukee and Saint Paul Railway Company.	5,724.13	2.73	5,761.82	
1343	Wisconsin Midland Railroad Company.....	.....	.....	.....	...
1344	Chicago, Rock Island and Pacific Railway Company. [7] [Line east of Missouri River.]	1,180.13	.....	1,589.25	...
1345	Des Moines and Fort Dodge Railroad Company	138.36	.....	.....	...
1346	Keokuk and Des Moines Railway Company	162.20	.....	.....	...
1347	Peoria and Bureau Valley Railroad Company ..	46.70	.....	.....	...
1348	Chicago, Saint Paul, Minneapolis and Omaha Railway Company. [8] [Line east of Missouri River.]	1,139.29	44.76	1,217.66	
1349	Superior Short Line Railway Company	8.28	.....	.....	...
1350	Superior Short Line Railway Company of Minnesota.	2.60	.....	.....	...

[1] Includes 43.10 miles lying in Group III.
[2] Includes 26.95 miles lying in Group VII.
[3] Lies in Group III.
[4] Decrease.
[5] See page 220, No. 1338, for totals covering entire road.
[6] Unofficial figures.
[7] See page 220, No. 1344, for totals covering entire road.
[8] See page 220, No. 1348, for totals covering entire road.

RE YEAR ENDING JUNE 30, 1893—Continued.

Remarks.	No.
diary road, fixed money rental. Leased May 1, 1880, for 999 years, for $84,000 per annum; e amended Dec. 2, 1889; rental, $75,000 per annum and all taxes.	1319
diary road, fixed money rental. Leased June 1, 1878, to Evansv., T. Haute & Chic. Ry., 99 years; lease assumed by Chic. & En. Ill. R. R., Apr. 30, 1880, annual rental of $12,500.	1320
ting road, subsidiary, other relation. Leased to Chic. & En. Ill. R. R., Chic. & Gr. Trunk, bash, St. L. & Pac., Louisv., New Alb. & Chic., Chic. & Atl., Chic., S. F'e & Cal., bash Wn. Rys., and Belt Ry., of Chic., each lessee paying its wheelage proportion of rating expenses. Of "line owned," 21.31 miles operated by Belt Ry. of Chic.	1321
ting road, independent	1322
lo	1323
diary road, other relation. Controlled through ownership of capital stock	1324
lo	1325
lo	1326
ting road, subsidiary, other relation. Controlled through ownership of capital stock	1327
ting road, independent	1328
lo	1329
lo	1330
lo	1331
diary road, other relation. Controlled through ownership of capital stock	1332
ting road, independent	1333
diary road, fixed money rental. Leased Feb. 1, 1876, in perpetuity; rental, $42,000 per num.	1334
ting road, subsidiary, other relation. Controlled through ownership of capital stock. "line owned," 10.51 miles leased to Chic., Burl. & Quin. R. R.	1335
te logging road. Owned by N. C. Foster	1336
ting road, independent	1337
do	1338
diary road, other relation. Controlled through ownership of entire capital stock	1339
do	1340
ting road, independent	1341
do	1342
diary road. Mileage included in that of Chic., Milw. & St. P. Ry	1343
ting road, independent	1344
diary road, contingent money rental. Leased Jan. 1, 1887, for 18 years, for 30 per cent of ss earnings with guaranty of interest on bonds amounting to $104,880 per annum.	1345
diary road, contingent money rental. Leased Oct. 1, 1878, for 45 years, for 25 per cent of ss earnings, with guaranty of interest on bonds.	1346
diary road, fixed money rental. Leased Apr. 14, 1854, in perpetuity, at $125,000 per num.	1347
ting road, independent	1348
diary road, other relation. Controlled through ownership of bonds, and operated under sement for 25 years from completion of road; monthly settlements of accounts.	1349
diary road, other relation. Controlled through ownership of bonds, and operated under sement for 25 years from completion of road.	1350

GROUP VI. TABLE I.—CLASSIFICATION OF RAILWAYS AND MILE

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERATED. Length.	5 LINE OPERATED. Increase as shown by comparison with June 1892
		Miles.	*Miles.*	*Miles.*	*Miles*
1351	Chippewa River and Menomonie Railway Company.	28.00	6.00	28.00	6.
758	Cleveland, Cincinnati, Chicago and Saint Louis Railway Company. [1] [Line west of Terre Haute, Indiana.]	479.23	[2] .52	482.23	[2] .
1352	Kankakee and Seneca Railway Company	42.08	.....	42.08	.....
767	Peoria and Eastern Railway Company. [3] [Line west of Danville, Illinois.]	122.50	.....	131.52	.....
1353	Crescent Springs Railroad Company	[4] 8.00	.....	[4] 8.00	.....
1354	Crooked Creek Railroad and Coal Company	23.27	.....	23.27	.....
1355	De Pue, Ladd and Eastern Railroad Company	3.50	.....	3.50	.....
1356	Des Moines and Kansas City Railway Company	112.00	.....	112.00	.....
1357	Des Moines Northern and Western Railway Company.	150.00	[2] 5.61	151.00	[2] 4.
1358	Des Moines Union Railway Company	2.70	2.70	2.70	2.
1359	Drummond and Southwestern Railroad Company.	9.25	9.25	9.25	9.
1360	Duluth and Iron Range Railroad Company	156.24	28.92	157.04	28.
1361	Duluth and Winnepeg Railroad Company	101.02	4.62	123.31	15.
1362	Superior Belt Line and Terminal Railway Company.	11.09	11.09	.....	.....
1363	Duluth Belt Line Railway Company	[4] 3.00	1.50	[4] 3.00	1.
1364	Duluth, Missabe and Northern Railway Company.	98.20	98.20	75.70	75.
1365	Duluth, Mississippi River and Northern Railroad Company.	15.50	15.50	15.50	15.
1366	Duluth, Red Wing and Southern Railroad Company.	28.00	3.37	28.00	3.
1367	Duluth, South Shore and Atlantic Railway Company.	580.99	40.19	598.52	4.
1368	Dead River Railroad Company	8.11	5.13	.....	.....
1369	Duluth Transfer Railway Company	[4] 13.00	9.50	[4] 13.00	13.
1370	East Saint Louis Connecting Railway Company	7.62	.....	7.62	[2] 2.
1371	Elgin, Joliet and Eastern Railway Company	[5] 185.11	4.15	[5] 185.11	4.
780	Evansville and Terre Haute Railroad Company: [6]				
1372	Peoria, Decatur and Evansville Railway Company.	[7] 233.27	.....	[8] 256.63	.....
1373	Forest City and Sioux City Railroad Company	[4] 15.50	.....	[4] 15.63	.....
1374	Frost Shingle Mill Company's Railroad	12.00	2.00	12.00	2.
1375	Fulton County Narrow Gauge Railway Company.	61.00	.....	61.00	.....
1376	Grand Tower and Carbondale Railroad Company.	26.20	.....	32.90	.....
1377	Grand Tower and Cape Girardeau Railroad Company.	28.80	.....	28.80	.....
1378	Great Northern Railway Company [9] [Line east of Minot, North Dakota.]	.....	.....	2,326.28	17.
1379	Minneapolis Union Railway Company	2.63	.17	.....	[2] 2
1380	Saint Paul, Minneapolis and Manitoba Railway Company. [10] [Line east of Minot, North Dakota.]	2,326.28	17.72	.....	.....
1381	Duluth, Watertown and Pacific Railway Company.	69.84	.....	69.84	.....
1382	Willmar and Sioux Falls Railway Company	146.91	.....	146.91	.....

[1] See page 220, No. 758, for totals covering entire road.
[2] Decrease.
[3] See page 220, No. 767, for totals covering entire road.
[4] Unofficial figures.
[5] Includes 25.91 miles lying in Group III.
[6] Inserted to show relation of road following.
[7] Includes 37.72 miles lying in Group III.
[8] Includes 40.75 miles lying in Group III.
[9] See page 220, No. 1378, for totals covering entire road.
[10] See page 220, No. 1380, for totals covering entire road.

E YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
ing road, independent	1351
	758
ing road, subsidiary, other relation. Entire issue of capital stock and bonds of this owned by Clev., Cin., Chic. & St. L., and Chic. Rock I. & Pac. Rys., each one-half.	1352
ing road, subsidiary, other relation. Controlled through ownership of one-half the al stock; operated by the Clev., Cin., Chic. & St. L. Ry. under guaranty of payment of est on bonds and all current expenses, and advancement of any deficit. Agreement tive, April, 1890.	767
s road. Owned by Shell Lake Co	1353
ing road, independent	1354
s road. Owned by parties interested in the Chicago, Wilmington & Vermillion Coal Co	1355
ing road, independent	1356
	1357
	1358
	1359
	1360
ing road, independent. Operated by the North Star Construction Co	1361
iary road	1362
ing road, independent	1363
ing road, independent. Of "line owned," 22.50 miles not in operation	1364
ing road, independent	1365
	1366
	1367
iary road, contingent money rental. Operated under contract dated Aug. 29, 1889	1368
ing road, independent. Operated by the Calumet Construction Company	1369
ing road, independent	1370
	1371
	780
ing road, subsidiary. Of "line owned," .84 mile operated by Evansv. & T. Haute R. R.	1372
ng road, independent. Of "line owned," .47 mile not in operation	1373
ng road, independent	1374
	1375
	1376
ng road, subsidiary. Operated by the Gr. Tower & Carb. R. R. for account of the owners.	1377
ng road, independent	1378
ary road, other relation. Controlled through ownership of entire capital stock. The n. Ry., Chic., St. P., Minneap. & Om. Ry., Chic., Burl. & Nn. R. R., Nn. Pac. R. R., Min- St. P. & S. S. Marie Ry., St. P. & Duluth R. R., Wis. Cent. Lines, and En. Ry. of Minn., npy the same facilities practically on the same basis.	1379
ary road, fixed money rental. Leased Feb. 1, 1890; rental, interest on stock and bonds, ner with expense of maintaining organization.	1380
ig road, subsidiary, other relation. Controlled through ownership of entire capital	1381
	1382

GROUP VI. TABLE I.—CLASSIFICATION OF RAILWAYS AND MIL

No.	1	2	3	4	
	Name of road.	LINE OWNED.		LINE OPERATE	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	Inc as sh by com par wi Jun 18
		Miles.	*Miles.*	*Miles.*	Mi
	Great Northern Railway Company—Continued. [Line east of Minot, North Dakota.]				
1383	Eastern Railway Company of Minnesota	72.39	.....	182.36	.....
1384	Duluth Terminal Railway Company	1.78	.....	1.78	.....
1385	Goodyear, Neillsville and Northern Railway Company.	[1] 15.00	.....	[1] 10.00	[2]
1386	Green Bay, Winona and Saint Paul Railroad Company.	218.80	.....	224.99	
1387	Green Bay, Stevens Point and Northern Railroad Company.	6.00	.....	.....	.....
1388	Kewaunee, Green Bay and Western Railroad Company.	32.91	.....	34.91	
1389	Hannibal and Saint Joseph Railroad Company	292.78	.....	295.25	
1390	Quincy Railroad Bridge Company	1.43	.....	.....	.....
1391	Hermansville and Western Railroad Company	10.00	.....	10.00	.....
1392	Humeston and Shenandoah Railroad Company	95.45	.....	112.53	.....
1173	Illinois Central Railroad Company [3] [Line north of Cairo, Illinois.]	705.50	.....	[4] 1,993.89	.....
1393	Blue Island Railroad Company	3.96	.....	.....	.....
1394	Chicago and Springfield Railroad Company	111.47	.....	.....	.....
1395	Chicago, Havana and Western Railroad Company.	131.62	.....	.....	.....
1396	Chicago, Madison and Northern Railroad Company.	231.30	.....	.....	.....
1397	Dubuque and Sioux City Railroad Company	524.01	.....	.....	.....
1398	Cedar Falls and Minnesota Railroad Company.	75.58	.....	.....	.....
1399	Kankakee and Southwestern Railroad Company.	131.26	.....	.....	.....
1400	Rantoul Railroad Company	[4] 74.43	.....	.....	.....
1401	South Chicago Railroad Company	4.76	.....	.....	.....
1402	Indiana, Illinois and Iowa Railroad Company	[5] 118.19	.....	[6] 209.09	
800	Indianapolis, Decatur and Western Railway Company. [7] [Line in Illinois.]	75.76	.....	75.76	.....
1403	Ingalls, White Rapids and Northern Railroad Company.	[1] 25.00	.....	[1] 25.00	.....
1404	Iowa Central Railway Company	502.91	.....	497.60	.....
1405	Keithsburg Bridge Company	2.57	.....	.....	.....
1406	Peoria Terminal Railway Company	[1] 4.00	.....	.....	.....
1407	Albia and Centerville Railway Company	24.10	.....	24.10	.....

[1] Unofficial figures. [2] Decrease.
[3] See page 220, No. 1173, for totals covering entire road.
[4] Includes 8.22 miles lying in Group III.
[5] Includes 49.24 miles lying in Group III.
[6] Includes 90.14 miles lying in Group III.
[7] See page 220, No. 800, for totals covering entire road.

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
g road, subsidiary, other relation. Controlled through ownership of entire capital	1383
g road. subsidiary, other relation. Terminal company in Duluth; entire capital stock by En. Ry. Co. of Minn.	1384
g road, independent. Of "line owned," 5.00 miles not in operation	1385
g road, independent. Farmers' Loan and Trust Co., trustee, in possession	1386
ry road, fixed money rental. Owned by John J. Blair, Blairstown, N. J. Leased Aug. 2, in perpetuity; rental, interest on bonds, taxes, and all other expenses connected he operation and maintenance of road.	1387
g road, subsidiary, fixed money rental. Leased Dec. 1, 1891; rental, interest on stock nds.	1388
g road, independent	1389
ry road, fixed money rental. Leased Jan. 1, 1869, for 100 years, to Chic., Burl. & Quin., Wabash & Wn. (out of existence), and Hann. & St. Jos. R. Rs., at an annual rental of 0, which equals 10 per cent on capital stock.	1390
logging road. Owned by Wisconsin Land & Lumb. Co	1391
g road, independent. Built and owned in equal shares by Chic., Burl. & Quin. R. R. Wabash, St. L. & Pac. Ry., these companies receiving the net income and paying the st on the bonds, one-half each.	1392
g road, independent	1173
ry road, other relation. Controlled through ownership of entire capital stock and	1393
ry road, fixed money rental. Leased Dec. 1, 1877, for 50 years, from July 1, 1877; in annual rental lessee issued currency bonds for $2,000,000, secured by lessor on demised rty; $1,600,000 of these bonds were used by lessor to pay for the property, the remain- eing reserved for improvements, etc.; lessee agrees to pay principal and interest of bonds, taxes, assessments, etc.	1394
ry road, contingent money rental. Leased Apr 1, 1888, in perpetuity; lessee receives nings, pays all expenses, and turns over to lessor any net earnings.	1395
ry road, contingent money rental. Line, Chicago to Freeport, Ill., leased Mar. 30, 1888, petuity, lessor to receive net earnings; balance of line operated without any written act; lessee owns the entire capital stock and bonds of lessor.	1396
ry road, contingent money rental. Leased July 1, 1890, for 16 years; lessee receives nings, pays all expenses, and turns over to lessor any net earnings.	1397
ry road, fixed money rental. Operated since Oct. 1, 1887, by Dubq. & Sioux Cy. R. R., 00 per mile per annum, paid into United States court, where proceedings are pending t the validity of the lease to Dubq. & Sioux Cy. R. R., dated Sept. 27, 1866.	1398
ry road, fixed money rental. Leased Aug. 1, 1881, in perpetuity; in lieu of annual lessee issued $968,000 registered bonds secured by lessor on demised property; $200,000 se bonds retired a like amount previously issued and secured by same property; residue r equipping and improving road, lessee agreeing to pay principal and interest and all assessments, etc.	1399
ry road, contingent money rental. Leased Dec. 11, 1886, in perpetuity; lessee receives nings, pays all expenses, and turns over to lessor any net earnings.	1400
ry road, contingent money rental. Leased July 1, 1890, in perpetuity; lessee receives nings, pays all expenses, and turns over to lessor any net earnings.	1401
g road, indedendent	1402
	800
	1403
g road, independent. Of "line owned," 11.39 miles leased to Burl., Cedar Rap. & R.	1404
ry road, fixed money rental. Operated under contract; rental, operating expenses and and the principal and interest on bonds guaranteed.	1405
ry road. Of "line owned," 1.00 mile included in sidings by the Io. Cent. Ry	1406
g road, subsidiary	1407

GROUP VI. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	In as by pr Ju
		Miles.	*Miles.*	*Miles.*	
1408	Iowa Northern Railway Company	6.93	1.00	6.93	
1409	Jacksonville, Louisville and Saint Louis Railway Company.	111.09	[1] 1.30	127.40	
1410	Louisville and Saint Louis Railroad Company	[2] 16.40	.....	.....	...
1411	Chicago, Peoria and Saint Louis Railway Company.	165.00	[1] 2.50	215.46	
1412	Saint Louis and Chicago Railway Company	50.46	.....	.....	...
1413	Litchfield, Carrollton and Western Railroad Company.	58.00	6.35	58.00	
1414	Joliet and Blue Island Railway Company	21.00	2.00	21.00	
1415	Kansas City and Atlantic Railroad Company [3]	26.29	26.29	20.20	
1416	Keokuk and Hamilton Bridge Company	2.00	.....	2.00	...
1417	Keokuk and Western Railroad Company	142.80	.....	147.97	...
1418	Kickapoo Valley and Northern Railway Company.	34.00	[1] 1.00	34.00	
1419	Lake Michigan and Northwestern Railroad Company.	[2] 13.00	.....	[2] 13.00	...
1420	Lake Superior Terminal and Transfer Railway Company.	13.92	13.92	13.92	
1421	La Salle and Bureau County Railroad Company	7.50	7.50	.....	...
1422	Litchfield Belt Railroad Company.	[2] 8.50	8.50	[2] 8.50	
1197	Louisville and Nashville Railroad Company [4] [Line north of Ohio River.]	[5] 208.18	.04	[5] 208.18	
1423	Madison, Alton and Chicago Railway Company	[2] 10.00	10.00	[2] 10.00	
1424	Mason City and Fort Dodge Railroad Company	92.00	.....	92.00	...
1425	Milwaukee and Northern Railroad Company	426.30	64.05	441.50	
1426	Milwaukee and Superior Railway Company	15.10	3.50	15.10	
1427	Milwaukee, Bay View and Chicago Railroad Company.	12.00	.....	12.00	...
1428	Milwaukee, Lake Shore and Western Railway Company.	734.45	4.82	762.72	
1429	Saint Paul Eastern Grand Trunk Railway Company.	60.02	.....	.....	...
1430	Minneapolis and Saint Louis Railway Company	368.10	.....	367.70	...
1431	Wisconsin, Minnesota and Pacific Railway Company.	216.60	.....	216.60	...
1432	Minneapolis Eastern Railway Company	2.94	.....	1.13	...
1433	Minneapolis, Saint Paul and Sault Sainte Marie Railway Company.	977.95	94.30	996.45	
1434	Minnesota and Wisconsin Railway Company	[2] 26.00	26.00	[2] 26.00	
1435	Minnesota Belt Line Railway and Transfer Company. [6]	11.07	11.07	11.07	
1436	Missouri, Kansas and Eastern Railway Company.	[2] 161.70	144.70	.....	
1228	Mobile and Ohio Railroad Company [7] [Line north of Cairo, Illinois.]	.....	.....	160.60	...
1437	Saint Louis and Cairo Railroad Company	160.60	.....	.....	...
1438	Northern Pacific Railroad Company [8] [Line east of Montana.]	[9] 728.83	20.58	[9] 2,037.70	
1439	Duluth and Manitoba Railroad Company	205.90	.13	.....	...
1440	Duluth, Crookston and Northern Railroad Company.	44.51	.....	.....	...

[1] Decrease. [2] Unofficial figures.
[3] Report for period, June 15 to June 30, 1893.
[4] See page 220, No. 1197, for totals covering entire road.
[5] Includes 28.55 miles lying in Group III.
[6] Report received too late for use in other Tables.
[7] See page 220, No. 1228, for totals covering entire road.
[8] See page 220, No. 1438, for totals covering entire road.
[9] Includes 170 miles lying in Group VII.

AR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
ad, independent.	1408
	1409
oad	1410
ad, subsidiary	1411
road, fixed money rental. Leased Sept. 18, 1890, during term of receivership; 533.33 per month. R. J. Cavett, Receiver, appointed Jan. 8, 1889; road sold by ates court Oct. 4, 1889. Purchased and reorganized as the N. & S. R. R. of Ill., June 30, 1893, the property had not changed hands.	1412
oad, subsidiary	1413
oad, independent.	1414
oad, independent. Of "line owned," 609.00 miles not in operation	1415
oad, independent.	1416
	1417
oad, independent. Operated by the United States Construction Company.	1418
oad, independent.	1419
	1420
st road. "Line owned" not in operation.	1421
road, independent.	1422
	1197
	1423
	1424
	1425
	1426
	1427
road, independent. Of "line owned," 35.53 miles leased to manufactories and not l in line operated.	1428
y road, contingent money rental. Leased Oct. 31, 1884, for 99 years; rental, 30 per gross earnings and interest on bonds.	1429
road, independent. W. H. Truesdale, Receiver, appointed June 28, 1888. "Line includes 13.50 miles leased to St. P. & Duluth R. R.	1430
road, subsidiary, contingent money rental. Agreement dated Apr. 15, 1884, under Minneap. & St. L. Ry. was to operate this road and pay it the net earnings. The tock I. & Pac. Ry. Co. owns all the stock and bonds of Wis., Minn. & Pac. Ry., but l is operated by Receiver of Minneap. & St. L. Ry.	1431
road, independent. Of "line owned," 1.81 miles not in operation	1432
road, independent.	1433
	1434
	1435
ent road. "Line owned" not in operation.	1436
road, independent	1228
r road, contingent money rental. Leased Feb. 1, 1886, for 45 years; rental, 25 per of gross earnings of entire system, which lessee guarantees to be at least $165,000 um.	1437
road, independent. "Line operated" includes 264.95 miles not in the United States.	1438
r road, fixed money rental. Leased June 1, 1887, for 50 years; rental, interest and fund charges on bonded debt.	1439
road.	1440

GROUP VI. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	I a b p J
		Miles.	*Miles.*	*Miles.*	
	Northern Pacific Railroad Company—Continued. [Line east of Montana.]				
1441	Fargo and Southwestern Railroad Company....	87.38	[1] .03	.....	..
1442	James River Valley Railroad Company.....	63.75	.....	.....	..
1443	Jamestown and Northern Railroad Company...	102.59	.....	.....	..
1444	Jamestown and Northern Extension Railroad Company.	18.03	.....	.....	..
1445	Little Falls and Dakota Railroad Company.....	88.78	[1] .30	.....	..
1446	Northern Pacific, Fergus and Black Hills Railroad Company.	117.75	.70	.....	..
1447	Northern Pacific, La Moure and Missouri River Railroad Company.	21.33	.03	.....	..
1448	Saint Paul and Northern Pacific Railway Company.	192.03	10.33	.....	..
1449	Sanborn, Cooperstown and Turtle Mountain Railroad Company.	36.75	.....	.....	..
1450	Southeastern Dakota Railroad Company.....	14.84	.....	.....	..
1451	Wisconsin Central Company	250.92	3.73	918.71	
1452	Chicago, Wisconsin and Minnesota Railroad Company[2]	122.34	.15	.....	..
1453	Chicago and Northern Pacific Railroad Company.	44.84	18.69	44.84	
1454	Wisconsin Central Railroad Company.....	417.04	.33	.....	..
1455	Milwaukee and Lake Winnebago Railroad Company.	66.39	.05	.....	..
1456	Packwaukee and Montello Railroad Company.	7.86	.....	.....	..
870	Ohio and Mississippi Railway Company [3]..... [Line west of Vincennes, Indiana.]	372.28	[1] 3.24	375.52	..
1457	Omaha and Saint Louis Railway Company	145.00	.....	145.00	..
1458	Pawnee Railroad Company.....	9.00	4.89	9.00	
1459	Peninsular, Deer Park and Southern Railroad Company.	13.00	6.00	13.00	
872	Pennsylvania Company: [2]				
1460	East Saint Louis and Carondelet Railway Company.	12.01	.....	12.01	..
1461	Peoria and Pekin Union Railroad Company.....	[4] 18.10	.....	[4] 18.10	..
1462	Port Arthur, Duluth and Western Railway Company.	6.75	6.75	6.75	
1463	Port Edwards, Centralia and Northern Railway Company.	30.00	.....	30.00	..
1464	Prairie du Chien and McGregor Railway Company.	2.00	.....	2.00	..
1465	Quincy, Omaha and Kansas City Railway Company.	134.51	.....	138.87	..
1466	Rock Island and Peoria Railway Company	113.00	.....	113.00	..
1467	Rockport, Langdon and Northern Railroad Company.	5.60	.....	5.60	..
1468	Saint Joseph Terminal Railroad Company.....	[4] 7.92	.....	[4] 7.92	..

[1] Decrease.
[2] Inserted to show relation of road following.
[3] See page 220, No. 870, for totals covering road.
[4] Unofficial figures.

:AR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
oad, fixed money rental. Contract dated July 1, 1882, for 99 years, under which . R. guarantees the net earnings of this company to equal the interest and sinking- es on bonded debt, the entire stock to become the property of Nn. Pac. R. R. when of this company shall have been retired or their payment provided for.	1441
oad, fixed money rental. Leased Jan. 1, 1886, for 999 years, rental, interest, and nd charges on bonds.	1442
oad, fixed money rental. Contract dated July 1, 1882, for 99 years, under which . R. guarantees the net earnings of this company to equal the interest and sink- charges on bonded debt, the entire stock to become the property of Nn. Pac. R. R. bonds of this company shall have been retired or their payment provided for.	1443
oad	1444
road, fixed money rental. Contract dated Oct. 20, 1882, for 99 years; terms same as go & S. Wn. R. R.	1445
	1446
road, fixed money rental. Contract dated June 1, 1887, for 50 years, under which R. R. guarantees the net earnings of this company to equal the interest and sink- charges on bonded debt.	1447
road, fixed money rental. Leased Feb. 1, 1883, for 999 years: annual rental, 40 per oss earnings, which must be equal to interest on bonds.	1448
road, fixed money rental. Contract dated Apr. 18, 1883, for 99 years; terms same as go & S. Wn. R. R.	1449
road	1450
road, subsidiary. "Line operated" includes 7.17 miles used for suburban business	1451
road, contingent money rental. Leased Sept. 1, 1885, for 99 years; annual rental, 37½ of gross earnings (subject to deduction for terminals) up to $350,000; whenever net ceeds that sum excess is divided equally. Lease transferred to Nn. Pac. R. R. Apr.	1452
road, subsidiary, fixed money rental. Lease dated Apr. 1, 1890, for 99 years; rental, per annum, and $25,000 expenses of organization guaranteed.	1453
road, contingent money rental. Leased to Nn. Pac. R. R. Apr. 1, 1890, for 99 years; per cent of gross earnings.	1454
road, contingent money rental. Leased Mar. 27, 1882, for 99 years; annual rental, ent of gross earnings up to $175,000, amounts in excess of said sum being equally Leased to Nn. Pac. R. R. by Wis. Cent. R. R. Apr. 1, 1890, with its own road.	1455
road, fixed money rental. Leased Nov. 1, 1889, for 99 years; rental, 6 per cent on Leased to Nn. Pac. R. R. by Wis. Cent. R. R. Apr. 1, 1890, with its own road.	1456
road, independent	870
road, independent. J. F. Barnard, Receiver, appointed June 22, 1893	1457
road, independent	1458
ad. Owned by Bradleys and Hurst, Bay City, Mich	1459
	872
road, subsidiary, other relation. Controlled through ownership of majority of cap- k.	1460
road, independent	1461
	1462
	1463
	1464
road, independent. Theodore Gilman and Ward W. Jacobs, Trustees, in possession	1465
road, independent	1466
	1467
oad, independent. Owned jointly by St. Jos. & Gr. I. and Atch., Top. & S. Fé R. Rs. of operating and interest on bonds paid by these companies on basis of business or each.	1468

GROUP VI. TABLE I.—CLASSIFICATION OF RAILWAYS AND

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPER Length.
		Miles.	*Miles.*	*Miles.*
1469	Saint Joseph Union Depot Company	[1] 1.26	.....	[1] 1.26
1470	Saint Louis, Alton and Terre Haute Railroad Company.	14.40	.....	229.04
1471	Belleville and Carondelet Railroad Company	17.80	.....	.....
1472	Belleville and Eldorado Railroad Company	50.20	.....	.....
1473	Belleville and Southern Illinois Railroad Company.	56.40	.....	.....
1474	Chicago, Saint Louis and Paducah Railway Company.	53.50	.....	.....
1475	Saint Louis Southern Railroad Company	33.00	.....	.....
1476	Carbondale and Shawneetown Railroad Company.	17.50	.....	.....
1477	Saint Louis and Eastern Railway Company	[1] 12.00	12.00	[1] 25.31
1478	Saint Louis and Hannibal Railway Company	85.60	3.85	103.40
1479	Saint Louis and Peoria Railroad Company	[1] 14.00	.....	[1] 14.00
1480	Saint Louis, Chicago and Saint Paul Railroad Company.	[1] 87.50	87.50	[1] 100.79
1481	Saint Louis, Indianapolis and Eastern Railroad Company.	[2] 90.00	.....	[2] 90.00
1482	Saint Louis, Keokuk and Northwestern Railroad Company.	176.95	.50	227.91
1483	Saint Paul and Duluth Railroad Company	166.50	.....	247.75
1484	Duluth Short Line Railway Company	17.75	.....	.....
1485	Grantsburg, Rush City and Saint Cloud Railroad Company.	5.00	.....	.....
1486	Saint Cloud, Grantsburg and Ashland Railroad Company.	12.00	.....	.....
1487	Stillwater and Saint Paul Railroad Company	12.50	.....	.....
1488	Taylor's Falls and Lake Superior Railroad Company.	20.50	.....	.....
1489	Saint Paul Union Depot Company	5.63	.....	5.63
1490	Sioux City and Northern Railroad Company	96.00	[3] 2.21	97.28
1491	Sioux City Terminal Railroad Company	1.28	.....	.....
1492	Sioux Falls Terminal Railroad Company	7.00	.....	7.00
1493	Sioux Falls, Yankton and Southwestern Railway Company.	[1] 5.20	.70	[1] 5.20
1494	Southern Iowa Railroad Company	[1] 1.75	1.75	.....
1495	South Range Narrow Gauge Railroad Company	[1] 2.00	.....	[1] 2.00
1496	Tabor and Northern Railway Company	8.79	[3] .27	8.79
919	Terre Haute and Indianapolis Railroad Company [4] [Line in Illinois.]	.....	.....	324.00
1497	Saint Louis, Vandalia and Terre Haute Railroad Company.	158.30	.....	.....
1498	Terre Haute and Peoria Railroad Company	137.60	[3] 7.15	.....
1499	Toledo, Peoria and Western Railway Company	230.10	.....	247.10

[1] Unofficial figures.
[2] Includes 34 miles lying in Group III.
[3] Decrease.
[4] See page 220, No. 919, for totals cover road.

HE YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
ting road, independent	1469
lo	1470
diary road, fixed money rental. Leased June 1, 1883, for 983 years, at a rental including ration, maintenance, and $30,000, the interest on first-mortgage bonds. Entire capital ck owned by the St. L., Alt. & T. Haute R. R.	1471
diary road, contingent money rental. Leased July 1, 1890, for 985 years; annual rental, per cent of the first $125,000 gross earnings and 15 per cent of earnings in excess thereof; imum guaranteed to be 7 per cent on $220,000 first-mortgage bonds.	1472
diary road, contingent money rental. Leased Oct. 1, 1886, for 999 years; annual rental, per cent of first $7,000 earnings per mile per annum, 30 per cent of earnings in excess reof not exceeding $14,000, and 20 per cent of all earnings in excess of $14,000; minimum ranteed to be $88,000 per year by subsequent contracts, June 10, 1882, and Dec. 10, 1886; portion to be paid by lessee on coal and coke earnings and on earnings contributed by cified roads, reduced to 30 per cent.	1473
diary road, contingent money rental. Leased Mar. 1, 1888, for 978 years; annual rental, per cent gross earnings; principal and interest on $1,000,000 5 per cent gold bonds ranteed. Entire capital stock owned by the St. L., Alt. & T. Haute R. R.	1474
diary road, contingent money rental. Leased Dec. 1, 1886, for 980 years; annual rental, per cent of gross earnings, guaranteed to be at least $32,000, all taxes, assessments, etc.	1475
diary road, fixed money rental. Leased Dec. 1, 1886, for 980 years, at $10,000 per annum, taxes, assessments, etc.; included in lease of St. L. Sn. R. R. to St. L., Alt. & T. Haute R.	1476
ting road, independent	1477
lo	1478
do	1479
ting road, independent. Charles E. Kimball and Joseph Dickson, Receivers, appointed e 13, 1893.	1480
ting road, independent	1481
lo	1482
ting road, independent. Line operated includes 13.50 miles owned by the Minneap. & St. ty.	1483
diary road, fixed money rental. Leased Sept. 1, 1886, for 99 years; annual rental, $25,000, anization expenses, taxes, assessments, etc.; lessee guarantees the bonds and owns all capital stock of lessor.	1484
diary road, other relation. Controlled through ownership of entire bonds	1485
diary road, other relation. Controlled through ownership of majority of capital stock	1486
diary road, fixed money rental. Leased Jan. 1, 1871, for 999 years, at $28,000 per annum; tal reduced to $20,000 per annum from Jan. 1, 1878.	1487
diary road, fixed money rental. Leased Oct. 12, 1880, for 999 years, to Minneap. & St. L. at 30 per cent of its gross earnings; later in the year St. P. & Duluth R. R. acquired a f interest in the lease, and Aug. 1, 1883, acquired the other half; rental to be not less than 600 per annum.	1488
ting road, independent	1489
lo	1490
diary road, other relation. Controlled through ownership of capital stock	1491
ting road, independent	1492
lo	1493
endent road. "Line owned" not in operation	1494
e road. Owned by Neuers & Staples, South Range, Wis	1495
ting road, independent	1496
lo	919
diary road, contingent money rental. Leased Feb. 10, 1868, for 999 years; lessee to pay as tal 30 per cent of gross monthly earnings if the expenses of operating the road are 70 cent or more of said earnings; if expenses of operating are less than 70 per cent, all ess to be paid lessor until rental reaches 35 per cent.	1497
diary road, leased Oct. 1, 1892	1498
ting road, independent	1499

GROUP VI. TABLE I.—CLASSIFICATION OF RAILWAYS AND ME

No.	1	2	3	4	
	Name of road.	LINE OWNED.		LINE OPERAT	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	In as by pa Ju 1
		Miles.	*Miles.*	*Miles.*	
929	Toledo, Saint Louis and Kansas City Railroad Company. [1]	179.49	.....	179.49	....
	[Line in Illinois.]				
1500	Union Stock Yards and Transit Company	8.39	[2] 41.61	8.39	[2]
930	Wabash Railroad Company [3]	1,091.90	1.10	1,347.90	
	[Line west of Danville, Illinois.]				
1501	Boone County and Boonville Railway Company.	21.70	.....	.....	....
1502	Brunswick and Chillicothe Railroad Company..	38.20	[2] .10	.....	....
1503	Champaign and Sidney Railroad Company	11.70	.....	.....	....
1504	Des Moines and Saint Louis Railroad Company.	43.40	.....	.....	....
1505	Louisiana and Pike County Railroad Company.	6.10	.....	.....	....
1506	Saint Louis, Council Bluffs and Omaha Railroad Company.	41.40	.....	.....	....
1507	Wabash, Chester and Western Railroad Company.	64.83	22.57	64.83	
1508	Watertown and Lake Kampeska Railway Company.	5.63	.....	5.63	....
1509	Wildwood Logging Branch Railroad Company...	[4] 8.00	.....	[4] 8.00	....
1510	Winona and Southwestern Railway Company....	114.50	.09	114.41	...
1511	Winona Bridge Railway Company.....	1.03	.....	1.03	...
1512	Wisconsin and Chippewa Railway Company	6.00	.....	6.00	...
1513	Wood County Railway Company	[4] 12.50	.....	[4] 12.50	...

[1] See page 220, No. 929, for totals covering entire road.
[2] Decrease.
[3] See page 220, No. 930, for totals covering entire road.
[4] Unofficial figures.

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
g road, independent	929
	1500
	930
ry road, fixed money rental. Leased May 1, 1875, for 28 years, at a rental of $7,000 per	1501
ry road, fixed money rental. Leased Aug., 1878; rental, interest on bonds	1502
ry road, other relation. Operated for account of the purchasing committee of Wabash, Pac. Ry.	1503
	1504
ry road	1505
ry road, other relation. Controlled through ownership of bonds	1506
g road, independent	1507
g road, independent. Runs to summer resort, Lake Kampeska	1508
road. Owned by St. Croix Land & Lum. Co. Feeder to Chic., St. P., Minneap. & Ry. at Woodville, Wis.	1509
g road, independent. "Line owned" includes .09 mile not in operation	1510
g road, independent	1511
	1512
egging road. Owned by Sherry Lum. Co. and Henry Sherry & Co	1513

GROUP VII. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERAT Length.	Inc as s by pa w Jun 18
		Miles.	*Miles.*	*Miles.*	*M*
	Total—Group VII	10,493.09	967.82		
1323	Chicago and Northwestern Railway Company: [1]				
1514	Fremont, Elkhorn and Missouri Valley Railroad Company.	1,300.53		[2] 1,362.84	
1333	Chicago, Burlington and Quincy Railroad Company. [3]	[4] 3,288.39	118.43	[5] 3,339.06	1
	[Line west of Missouri River.]				
1348	Chicago, Saint Paul, Minneapolis and Omaha Railway Company. [6]	261.85		263.95	
	[Line west of Missouri River.]				
1515	Deadwood Central Railroad Company	[7] 8.88		[7] 8.88	
1516	Great Falls and Canada Railway Company	132.94		132.94	
1378	Great Northern Railway Company [8]			[9] 1,076.12	5
	[Line west of Minot, North Dakota.]				
1380	Saint Paul, Minneapolis and Manitoba Railway Company. [10]	[11] 1,382.81	818.83		
	[Line west of Minot, North Dakota.]				
1517	Montana, Central Railway Company	256.60	3.38	256.60	
1518	Kearney and Black Hills Railway Company	65.72		65.72	
1606	Missouri Pacific Railway Company: [12]				
1519	Nebraska Southern Railway Company	16.12			
1520	Omaha Southern Railway Company	28.49	[13] .05		
1521	Pacific Railway Company in Nebraska	[14] 73.00			
1438	Northern Pacific Railroad Company [15]	[16] 891.29	17.62	[17] 1,498.80	
	[Line in Idaho and Montana.]				
1522	Helena and Jefferson County Railroad Company	22.16	1.58		
1523	Helena and Red Mountain Railroad Company	18.16	1.08		
1524	Northern Pacific and Montana Railroad Company	361.55	7.17		
1525	Rocky Fork and Cooke City Railroad Company	45.43			
1526	Rocky Mountain Railroad Company of Montana	52.89	.28		
1527	Sioux City, O'Neill and Western Railway Company.	129.16		129.16	
1528	Stone Mountain Railroad and Quarry Company	4.00	[13] .50	4.00	
1529	Union Pacific Railway Company [18]	[19] 1,152.11	.12	[20] 1,160.47	
	[Union and Cheyenne Divisions.]				
1530	Laramie, North Park and Pacific Railroad and Telegraph Company.	13.36			[18]
1531	Brighton and Boulder Branch Railroad Company.	26.97	26.97	26.97	

[1] Inserted to show relation of road following.
[2] Includes 10.66 miles lying in Group VI.
[3] See page 220, No. 1333, for totals covering entire road.
[4] Includes 13.94 miles lying in Group VI, and 259.81 lying in Group VIII.
[5] Includes 53.31 miles lying in Group VI, and 259.81 lying in Group VIII.
[6] See page 220, No. 1348, for totals covering entire road. [7] Unofficial figures.
[8] See page 220, No. 1378, for totals covering entire road.
[9] Includes 128.74 miles lying in Group X.
[10] See page 220, No. 1380, for totals covering entire road.
[11] Includes 435.43 miles lying in Group X.
[12] Inserted to show relation of three roads following. [13] Decrease.
[14] Includes 1.74 miles lying in Group VIII.
[15] See page 220, No. 1438, for totals covering entire road.
[16] Includes 89.49 miles lying in Group X.
[17] Includes 196.81 miles lying in Group X.
[18] See page 220, No. 1529, for totals covering entire road.
[19] Includes 4.08 miles lying in Group VI, and 75.17 miles lying in Group X.
[20] Includes 4.08 miles lying in Group VI, and 70.17 miles lying in Group X.

6
Remarks.
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.
Operating road, independent
do
do
do
do
Subsidiary road, fixed money rental. Leased Feb. 1, 1890, for 999 years, rental, interest on stock and bonds with expenses of maintaining organization. Of "line owned," 307.53 miles not in operation.
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.
Operating road, independent
Subsidiary road, other relation. Controlled through ownership of capital stock
do
do
Operating road, independent
Subsidiary road, fixed money rental. Contract dated Aug 1, 1883, for 99 years, under which Nn. Pac. R. R. guarantees the net earnings of this company to equal the interest and sinking fund charges on bonded debt, the entire stock to become the property of Nn. Pac. R. R. when the bonds of this company shall have been retired or their payment provided for.
Subsidiary road, fixed money rental. Contract in effect Mar. 1, 1887, for 50 years and thereafter until due notice is given; earnings guaranteed to be sufficient to pay interest and sinking fund charges on bonded debt.
Subsidiary road, fixed money rental. Leased Oct. 1, 1888, for 999 years; terms same as with Hel. & Jeff. Co. R. R.
Subsidiary road, other relation. Controlled through ownership of capital stock
Subsididay road, fixed money rental. Contract dated Aug. 1, 1883, for 99 years; terms same as with Hel. & Jeff. Co. R. R.
Operating road, independent
Private road
Operating road, independent. Of "line owned," 5.00 miles not in operation
Subsidiary road, other relation. Controlled through ownership of entire capital stock
Operating road, subsidiary, other relation. Road managed by the Un. Pac. Ry. for Trustees of Kans. Pac. Ry. Co.'s consolidated mortgage bonds, who purchased the property under foreclosure.

GROUP VII. TABLE I.—CLASSIFICATION OF RAILWAYS AND MILE

No.	1	2	3	4	5
	Name of road.	LINE OWNED.		LINE OPERATED	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	Increase as shown by comparison with June 1892
		Miles.	*Miles.*	*Miles.*	*Miles*
	Union Pacific Railway Company—Continued. [Union and Cheyenne Divisions.]				
1532	Carbon Cut Off Railway Company	19.06	[1] .11	19.06	[1] .
1533	Montana Union Railway Company	.....	.....	72.23	.
1534	Montana Railway Company	14.84	.01	.....	.....
1535	Omaha and Republican Valley Railway Company.	[2] 482.04	[1] .01	[2] 575.14	[1]
1536	Saint Joseph and Grand Island Railroad Company.	[4] 251.06	.....	[4] 251.06	.....
1537	Kansas City and Omaha Railroad Company	193.68	.....	193.68	.....

[1] Decrease. [2] Includes 67.60 miles lying in Group VIII.
[3] Includes 2.30 miles lying in Group VI, and 67.60 miles lying in Group VIII.
[4] Includes .16 mile lying in Group VI, and 138.37 miles lying in Group VIII.

THE YEAR ENDING JUNE 30, 1893—Continued.

Remarks.	No.
ting road, subsidiary, other relation. Controlled through ownership of entire capital k.	1532
ting road, subsidiary, other relation. Controlled through ownership of capital stock. Of e operated," 57.39 miles owned by Utah & Nn. Ry.	1533
diary road, fixed money rental. Leased Aug. 1, 1886, for 999 years, at an annual rental of r cent on value of demised premises.	1534
ting road, subsidiary, other relation. Controlled through ownership of majority of capi- stock.	1535
lo	1536
ting road, subsidiary, contingent money rental. The St. Jos. & Gr. I. R. R., and Un. Pac. guarantee this company certain net earnings, in consideration of which the lines of rail- of the three companies are to be operated in harmony.	1537

GROUP VIII. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERAT Length.	Inc as s by pa w Ju 18
	Total—Group VIII	*Miles.* 21,387.29	*Miles.* 330.34	*Miles.*	*M*
1538	Arkansas and Louisiana Railway Company	25.54		25.54	
1539	Arkansas Central Railway Company	8.00		8.00	
1540	Arkansas Midland Railroad Company	[1] 74.00	26.00	[1] 74.00	
1541	Arkansas Southern Railroad Company	5.00	5.00	5.00	
1295	Atchison, Topeka and Santa Fé Railroad Company.[2] [Line west of Kansas City, Missouri.]	3,844.92	[3] 1.28	[4] 3,968.01	[3]1
1542	Rio Grande and El Paso Railroad Company	[5] 20.15			
1543	Southern Kansas Railway of Texas	100.41			
1544	Atlantic and Pacific Railroad Company [6] [Central Division.]	112.05		112.05	
1545	Colorado Midland Railway Company	267.31		350.42	
1546	Aspen Short Line Railway Company	6.60			
1547	Busk Tunnel Railway Company	[1] .50			
1548	Manhattan, Alma and Burlingame Railway Company.	56.62		56.62	
1549	Saint Louis and San Francisco Railway Company.	992.41		[7] 1,328.17	
1550	Fayetteville and Little Rock Railway Company.	7.68			
1551	Fort Smith and Van Buren Bridge Company.	.34			
1552	Kansas City and Southwestern Railroad Company.	61.86			
1553	Kansas Midland Railway Company	106.77			
1554	Little Rock and Texas Railway Company	18.34			
1555	Paris and Great Northern Railway Company	[8] 16.94			
1556	Pittsburg and Columbus Railway Company	10.48			
1557	Saint Louis, Kansas and Southwestern Railroad Company.	59.35			
1558	Saint Louis, Salem and Arkansas Railway Company.	54.00			
1559	Saint Louis, Kansas City and Colorado Railroad Company.	56.94		61.42	
1560	Wichita and Western Railway Company	124.65		124.65	
1561	Bentonville Railroad Company	[1] 6.38	1.00	[1] 6.38	
1562	Black and Cache River Railroad Company	[1] 12.00		[1] 12.00	
1563	Cache Valley Railroad Company	17.00	[3] .24	17.00	
1310	Chicago and Alton Railroad Company: [8]				
1312	Kansas City, Saint Louis and Chicago Railroad Company.[9] [Line west of Missouri River.]	106.34			
1344	Chicago, Rock Island and Pacific Railway Company.[10] [Line west of Missouri River.]	[11] 1,699.71	136.09	[12] 2,020.93	
1564	Choctaw Coal and Railway Company	101.92		101.92	
1565	Colorado Eastern Railway Company	17.00		17.00	
1566	Crystal Railway Company	3.50		3.50	

[1] Unofficial figures.
[2] See page 220, No. 1295, for totals covering entire road.
[3] Decrease.
[4] Includes 20.15 miles lying in Group IX.
[5] Lies in Group IX.
[6] See page 220, No. 1544, for totals covering entire road.
[7] Includes 16.94 miles lying in Group IX.
[8] Inserted to show relation of road following.
[9] See page 220, No. 1312, for totals covering entire road.
[10] See page 220, No. 1344, for totals covering entire road.
[11] Includes 248.33 miles lying in Group VII.
[12] Includes 293.40 miles lying in Group VII.

IE YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
iting road, independent.	1538
ite road. Owned by the St. Louis Refrigerator and Wooden Gutter Co., St. Louis, Mo	1539
ating road, independent.	1540
do	1541
do	1295
idiary road, other relation. Controlled through ownership of capital stock.	1542
.do	1543
rating road, subsidiary, fixed money rental. Principal and interest of bonds guaranteed tch., Top. & S. Fé R. R. and St. L., San Fran. Ry., one half each.	1544
rating road, subsidiary, other relations. Controlled through ownership of capital stock.	1545
sidiary road, fixed money rental. Leased Apr. 1, 1889, for 30 years; rental, $8,800 per annum.	1546
sidiary road. "Line owned" not in operation.	1547
erating road, subsidiary, other relation. Majority of capital stock owned jointly by Atch., Top. & S. Fé R. R. and Un. Pac. Ry.	1548
erating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1549
bsidiary road, other relation. Controlled through ownership of capital stock.	1550
bsidiary road, fixed money rental. Leased Apr. 1, 1885, for 98 years, lessee guaranteeing principal and interest on bonds.	1551
bsidiary road, fixed money rental. Leased Jan. 1, 1886, for 98 years; rental for first 10 ears, interest on bonds; 25 per cent of gross earnings thereafter, with interest on bonds as ninimum rental; taxes paid by lessee and improvements by lessor.	1552
bsidiary road, fixed money rental. Leased Apr. 20, 1887, until Dec. 1, 1984; annual rental, 5 per cent of gross earnings, which must equal interest on first mortgage bonds and taxes; essor to repay lessee for improvements made.	1553
sidiary road, other relation. Controlled through ownership of capital stock	1554
..do	1555
..do	1556
sidiary road, fixed money rental. Leased Sept. 1, 1886, for 98 years; rental for first 10 ears, interest on bonds; 25 per cent of gross earnings thereafter, with interest on bonds as inimum rental; taxes paid by lessee, improvements by lessor.	1557
sidiary road, fixed money rental. Leased Feb. 1, 1887, for 99 years; annual rental, 25 per nt of gross earnings, which must equal interest on bonds and taxes.	1558
rating road, subsidiary, other relation. Controlled through ownership of entire capital ck.	1559
rating road, subsidiary, other relation. Controlled through ownership of capital stock	1560
rating road, independent.	1561
ate logging road. Operated by the Kans. Cy. & Sn. Lum. Co.	1562
ate logging road. Owned by Kans. Cy. & Sn. Lum. Co. Feeder to Kans. Cy., Ft. Scott & mph. R. R. at Sedgwick, Ark.	1563
	1310
idiary road, contingent money rental. Leased Nov. 1, 1879, in perpetuity; rental, 35 per t of gross earnings, less assessments and taxes.	1312
iting road, independent.	1344
ting road, independent. Francis I. Gowen and J. W. Throckmorton, Receivers, appointed . 8, 1891.	1564
ting road, independent.	1565
ting road, independent. Operations practically confined to Crystal Plate Glass Co.	1566

GROUP VIII. TABLE I—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	In as by pe Ju 1
		Miles.	*Miles.*	*Miles.*	
1567	Crystal River Railway Company	13.00	13.00	.....	....
1568	Dardanelle and Russellville Railway Company	4.50	.....	4.50	....
1569	Denison and Washita Valley Railway Company	[1] 15.25	.....	10.00	....
1570	Denver and Rio Grande Railroad Company	1,613.17	[2] 2.15	1,646.42	....
1571	Rio Grande Gunnison Railway Company	9.59	.....	.....	....
1572	Rio Grande Junction Railway Company	62.08	.....	.....	....
1573	Denver, Lakewood and Golden Railroad Company	13.00	13.00	13.00	
1574	Denver Resort Railway and Telegraph Company	[3] 14.00	.....	.....	....
1575	Dodge City, Montezuma and Trinidad Railway Company.	26.40	.....	26.40	....
1576	Eureka Springs Railway Company	18.50	.....	18.50	....
1577	Fort Smith, Paris and Dardanelle Railroad Company.	[3] 5.00	.....	.....	....
1578	Gifford Lumber Mills Logging Railroad Company	10.00	2.00	10.00	
1579	Greenfield and Northern Railroad Company	36.00	16.00	36.00	
1580	Hamilton and Kingston Railroad Company	9.20	.20	9.20	
1581	Hannibal Union Depot Company	[3] .93	.....	[3] .93	....
1582	Hot Springs Railroad Company	22.30	.01	22.30	
1583	Hutchinson and Southern Railroad Company	82.20	.....	82.20	....
1584	Kansas City, Arkansas and New Orleans Railroad Company.	.50	.50	.....	....
1585	Kansas City Belt Railway Company	10.00	.....	10.00	....
1586	Kansas City, Fort Scott and Memphis Railroad Company.	[4] 670.60	.....	[4] 670.60	....
1587	Current River Railroad Company	81.95	.....	81.95	....
1588	Kansas City and Memphis Railway and Bridge Company.	[5] 2.80	2.80	[5] 2.80	
1589	Kansas City, Clinton and Springfield Railway Company.	174.12	.....	162.63	....
1590	Kansas City and Independence Air Line Railroad Company.	[3] 5.60	5.60	[3] 10.60	
1591	Kansas City, Osceola and Southern Railway Company.	107.87	.87	107.87	
1592	Kansas City, Pittsburg and Gulf Railroad Company.	106.00	106.00	187.72	1
1593	Kansas City, Fort Smith and Southern Railway Company.	58.10	3.10	.....	[2]
1594	Kansas City Suburban Belt Railway Company	19.58	7.58	19.58	
1595	Kearney and Sheridan Railway Company	8.00	.50	8.00	
1596	Little Rock Cliff Railway Company	11.50	1.00	11.50	
1597	Little Rock and Memphis Railroad Company	131.16	.....	131.16	....
1598	Louisiana, Arkansas and Missouri Railroad Company.	[3] 5.50	5.50	.....	....
1599	Lutherville and Colony Mountain Railroad Company.	[3] 3.00	.....	[3] 3.00	...
1600	Manitou and Pike's Peak Railway Company	8.90	.....	8.90	...
1601	Mississippi and Little Rock Railway Company	27.00	27.00	27.00	
1602	Mississippi River and Bonne Terre Railway Company.	47.47	.....	47.47	...
1603	Mississippi River and Northwestern Railway Company.	[3] 10.00	2.00	[3] 10.00	
1604	Missouri, Kansas and Texas Railway Company [7]. [Line north of Denison, Texas.]	796.24	[2] 4.68	872.78	
1605	Kansas City and Pacific Railway Company	130.06	.....	.....	...
1606	Missouri Pacific Railway Company	[8] 1,060.12	.....	[9] 3,213.80	...

[1] Includes 5.25 miles lying in Group IX.
[2] Decrease. [3] Unofficial figures.
[4] Includes 1.91 miles lying in Group V.
[5] Unofficial figures. Includes .75 mile lying in Group V.
[6] Report for six months ending June 30, 1893.
[7] See page 220, No. 1604, for totals covering entire road.
[8] Includes 221.73 miles lying in Group VII.
[9] Includes 18 miles lying in Group VI, and 356.19 miles lying in Group VII.

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
dent road. "Line owned" not in operation	1567
ıg road, independent	1568
ıg road, independent. Of "line owned," 5.25 miles not in operation	1569
ıg road, independent. Of "line owned," 38.42 miles not in operation	1570
ıry road, fixed money rental. Leased to Denver & Rio G. R. R., Dec. 1, 1891; rental, per annum.	1571
ary road, contingent money rental, lease expiring Jan. 1, 1940; rental, 30 per cent of earnings. The Colo. Midl. Ry. has equal use of track.	1572
ag road, independent	1573
ident road. "Line owned" not in operation	1574
ng road, independent. Owned by estate of A. T. Soule	1575
ag road, independent	1576
ident road. "Line owned" not in operation	1577
road. Owned by Joseph Brown. Feeder to St. L., Iron Mtn. & Sn. Ry. at Gifford, Ark.	1578
ng road, independent	1579
	1580
ing road, independent. Used by Chic., Burl. & Quin., Hann. & St. Jos., St. L., Keokuk Wn., and Wabash R. Rs.; and Mo., Kans. & Tex. and St. L. & Hann. Rys.	1581
ing road, independent	1582
	1583
ndent road. "Line owned" not in operation	1584
ing road, independent	1585
	1586
ing road, subsidiary, other relation. Controlled through ownership of majority of capi-tock.	1587
ing road, subsidiary, other relation. Controlled through ownership of entire capital t.	1588
ing road, subsidiary, other relation. Controlled through ownership of capital stock. lined owned," 11.49 miles not operated.	1589
ing road, independent	1590
	1591
	1592
iary road. Operated with the Kans. Cy., Pittsb. & Gulf R. R. under license, pending lease.	1593
ing road, independent	1594
s road. Owned by Kearney Lum. Co., Kearney, Ark	1595
ing road, independent	1596
ing road, independent. Rudolph Fink, Receiver, appointed June 1, 1893	1597
ndent road. "Line owned" not in operation	1598
logging road. Owned by Miks Bros., Lutherville, Ark	1599
ing road, independent	1600
ing road, independent. Operated by Robt. W. Worthen, Contractor	1601
ng road, independent	1602
logging road. Operated by the Besha Lumber & Planting Co	1603
ng road, independent. Of "line owned," 53.50 miles leased to Mo. Pac. Ry	1604
ary road, fixed money rental. Leased May 13, 1890, for 999 years; rental, interest on	1605
ig road, independent	1606

GROUP VIII. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	I as by p J
		Miles.	*Miles.*	*Miles.*	
	Missouri Pacific Railway Company—Continued.				
1607	Boonville, Saint Louis and Southern Railway Company.	43.97	.....	.....	...
1608	Fort Scott Central Railway Company	57.05	.....	.....	...
1609	Kanopolis and Kansas Central Railway Company	14.16	.....	.....	...
1610	Kansas and Colorado Pacific Railway Company.	1,449.50	.....	.....	...
1611	Kansas City and Southwestern Railway Company (of Missouri).	20.70	.....	.....	...
1612	Kansas City and Southwestern Railway Company (of Kansas).	27.53	.....	.....	...
1613	Kansas Southwestern Railway Company.....	24.91	.....	.....	...
1614	Le Roy and Caney Valley Air Line Railway Company.	51.78	.....	.....	...
1615	Nevada and Minden Railway Company.....	73.71	.....	.....	...
1616	Omaha Belt Railway Company	[1] 13.12	.....	.....	...
1617	Pueblo and State Line Railroad Company	152.12	.....	.....	...
1618	Rooks County Railroad Company	18.25	.....	.....	...
1619	Saint Louis, Oak Hill and Carondelet Railway Company.	6.30	.....	.....	...
1620	Central Branch, Union Pacific Railroad Company.	100.00	.....	388.19	...
1621	Atchison, Colorado and Pacific Railroad Company.	254.79	.....	.....	...
1622	Atchison, Jewell County and Western Railroad Company.	33.40	.....	.....	...
1623	Kansas City, Wyandotte and Northwestern Railroad Company.	140.00	[2] 4.40	[3] 195.60	[1]
1624	Kansas City, Lawrence and Wichita Railroad Company.	.....	.....	.....	...
1625	Lawrence and Emporia Railway Company..	30.64	.....	.....	...
1626	Kansas City and Beatrice Railroad Company.	[1] 20.10	.....	34.80	
1627	Saint Louis, Iron Mountain and Southern Railway Company.	1,236.74	.....	[4] 1,770.15	...
1628	Houston, Central Arkansas and Northern Railway Company.	45.26	.....	.....	...
1629	Kansas and Arkansas Valley Railway Company.	170.64	.....	.....	...
1630	Little Rock and Fort Smith Railway Company.	167.52	.....	.....	...
1631	Little Rock Junction Railway Company.....	.59	.....	.....	...
1632	Bellevue Valley Railroad Company.....	3.57	.....	3.57	...
1633	Sedalia, Warsaw and Southwestern Railway Company.	43.23	.....	43.23	...
1634	Missouri Southern Railroad Company	17.00	7.00	17.00	
1635	Missouri Southeastern Railway Company	6.70	4.70	6.70	
1636	Montgomery and Western Railroad Company....	2.50	2.50	.....	...
1637	Pacific and Great Eastern Railroad Company.....	[5] 7.25	.....	.....	
1638	Paragould Southeastern Railway Company	9.50	9.50	9.50	
1639	Pine Bluff and Eastern Railroad Company	22.00	4.00	22.00	
1640	Prescott and Northwestern Railroad Company...	10.50	3.25	10.50	
1641	Rio Grande Southern Railroad Company	171.70	[2] .70	171.70	
1642	Saint Louis and Suburban Railway Company....	[5] 16.00	16.00	[5] 16.00	
1643	Saint Louis, Kennett and Southern Railroad Company.	[5] 20.00	.....	[5] 20.00	...
1644	Saint Louis Southwestern Railway Company.....	[6] 582.70	.90	[6] 582.70	

[1] Lies in Group VII. [2] Decrease.
[3] Includes 20.10 miles lying in Group VII.
[4] Includes 2.07 miles lying in Group V, and 144.77 miles lying in Group IX.
[5] Unofficial figures. [6] Includes 35.80 miles lying in Group IX.

AR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
oad, fixed money rental. Leased July 1, 1880, for 30 years, at an annual rental of	1607
oad, other relation. Controlled through ownership of entire capital stock	1608
oad, other relation. Controlled through ownership of majority of capital stock	1609
	1610
oad, fixed money rental. Leased Jan. 1, 1891, for 25 years; rental, fixed charges, vith all taxes, renewals, and expenses of maintenance. Operating company owns ital stock.	1611
	1612
road, other relation. Controlled through ownership of majority of capital stock	1613
road, fixed money rental. Leased Oct. 31, 1886, for 40 years for a rental of $500 per nnum, together with taxes and expense of maintenance, etc.	1614
road, other relation. Controlled through ownership of majority of capital stock	1615
	1616
road, other relation. Controlled through ownership of entire capital stock	1617
road, other relation. Controlled through ownership of majority of capital stock	1618
road, other relation. Controlled through ownership of entire capital stock	1619
road, subsidiary, contingent money rental. Leased Sept. 30, 1885, for 25 years from 885; net earnings above expense of operation, maintenance, renewals, and taxes pay- sssor. Union Pac. Ry. owns $874,200 of the $1,000,000 capital stock.	1620
road, fixed money rental. Leased Dec. 27, 1879, for 25 years; annual rental, $1,000 ; operated by Mo. Pac. Ry. under contract of Dec. 6, 1880, Cent. Brh. Un. Pac. R. R. net earnings as rental; contract to exist 25 years from Dec. 31, 1885.	1621
road, fixed money rental. Leased Dec. 29, 1879, for 25 years; annual rental, $1,000	1622
road, subsidiary, other relation. Newman Erb, Receiver, appointed Mar. 24, 1890	1623
road, other relation. This company neither owns nor operates any line, but is les- aw. & Emp. Ry., which is operated by Kans. Cy., Wyand. & N. Wn. R. R.	1624
road, fixed money rental. Leased June 18, 1887, for 99 years, to Law., Emp. & S. : rental, $1,000 per annum. Lease transferred to Kans. Cy., Law & Wich. R. R. in 0.	1625
road, subsidiary, contingent money rental. Operated under agreement dated Jan. Newman Erb, Receiver, appointed Mar. 24, 1890.	1626
road, subsidiary, other relation. Controlled through ownership of majority of cap- k.	1627
road	1628
road, fixed money rental. Leased Jan. 1, 1890, for 50 years; rental, fixed charges, with all taxes, renewals, and expenses of maintenance.	1629
	1630
	1631
road, subsidiary	1632
road, subsidiary, other relation. Controlled through ownership of capital stock	1633
road, independent	1634
	1635
nt road. "Line owned," not in operation	1636
	1637
road, independent	1638
	1639
	1640
	1641
	1642
	1643
	1644

GROUP VIII. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1	2	3	4	
	Name of road.	LINE OWNED.		LINE OPER	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	I a b p J
		Miles.	*Miles.*	*Miles.*	
1645	Saint Louis, Cape Girardeau and Fort Smith Railway Company.	94.00	.....	103.00	..
1646	Brownwood and Northwestern Railway Company.	9.00	.....	.....	..
1647	Saint Louis Merchants' Bridge Terminal Railway Company.	[1] 5.10	.....	[2] 12.70	..
1648	Madison, Illinois and Saint Louis Railway Company.	[3] 2.00	.....	.....	..
1649	Saint Louis Transfer Railway Company	7.27	.35	7.27	
1650	Silverton Railroad Company	21.80	.....	21.80	
1651	Southwestern Arkansas and Indian Territory Railway Company.	33.00	9.00	33.00	
1652	Stuttgart and Arkansas River Railroad Company.	33.00	7.00	33.00	
1653	Terminal Railroad Association of Saint Louis	[4] 1.35	.....	[5] 3.51	..
1654	Saint Louis Bridge Company	[6] 1.22	.....	.....	..
1655	Tunnel Railroad of Saint Louis	.94	.....	.....	..
1656	Texarkana and Fort Smith Railway Company [7]	[8] 27.00	16.00	[8] 27.00	
1657	Texarkana and Shreveport Railroad Company	23.00	.....	23.00	..
1658	Ultima Thule, Arkadelphia and Mississippi Railway Company.	21.25	6.00	21.25	
1659	Union Depot Company (Kansas City, Missouri)	[1] .36	.....	[1] .36	..
1660	Union Depot and Railroad Company (Denver)	.....	.....	.....	..
1529	Union Pacific Railway Company [9] [Kansas Division and Leavenworth Branch.]	675.48	.61	675.48	
1661	Denver, Leadville and Gunnison Railway Company.	324.70	[10] .02	324.70	
1662	Junction City and Fort Kearney Railway Company.	88.00	.....	88.00	..
1663	Kansas Central Railroad Company	165.35	[10] .14	165.92	
1664	Leavenworth, Topeka and Southwestern Railway Company.	46.57	.....	46.57	..
1665	Salina and Southwestern Railway Company	35.47	.....	35.47	..
1666	Solomon Railroad Company	57.04	.....	57.04	..
1667	South Park and Leadville Short Line Railroad Company.	[1] 7.37	.....	.....	..
1668	Union Pacific, Denver and Gulf Railway Company.	[11] 895.63	11.23	[12] 1,048.87	
1669	Union Pacific, Lincoln and Colorado Railway Company.	225.35	.....	225.35	..
1670	White and Black River Valley Railway Company.	64.00	.....	64.00	..
1671	Williamsville, Greenville and Northeastern Railway Company.	[1] 10.71	[10] .29	10.71	
1672	Wrightsville Narrow Gauge Railroad Company.	[1] 11.00	.....	[1] 11.00	..
1673	Wyandotte Southeastern Railway Company	9.00	9.00	9.00	

[1] Unofficial figures.
[2] Unofficial figures. Includes 7.60 miles lying in Group VI.
[3] Unofficial figures. Lies in Group VI.
[4] Includes .67 mile lying in Group VI.
[5] Includes 1.52 miles lying in Group VI.
[6] Includes .85 mile lying in Group VI.
[7] Report for seven months ending June 30, 1893.
[8] Includes 10.90 miles lying in Group IX.
[9] See page 220, No. 1529, for totals covering entire road.
[10] Decrease.
[11] Includes 492.56 miles lying in Group VII.
[12] Includes 538.84 miles lying in Group VII.

AR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
ad, independent	1645
oad, contingent money rental. Leased Aug. 1, 1887, for 25 years; lessee to pay portions of gross earnings as full compensation.	1646
ad, independent	1647
oad, contingent money rental. Operated under an agreement dated Sept. 25, 1889, rs.	1648
ad, independent	1649
	1650
	1651
	1652
	1653
road, fixed money rental. Leased July 1, 1881, to Mo. Pac. and Wabash, St. L. & s in perpetuity; rental, interest on bonds, organization expenses, 6 per cent on first , 3 per cent on second preferred stock. Lease transferred to and assumed by Term. an. of St. L. Oct. 1, 1889. Rental, interest on stock and bonds.	1654
road, fixed money rental. Leased Oct. 1, 1889, in perpetuity, rental 6 per cent on tock.	1655
road, independent	1656
	1657
	1658
	1659
road, independent. Depot Co., Denver, Colo.; owns 5.00 miles of yard tracks	1660
road, independent	1529
road, subsidiary, other relation. Controlled through ownership of entire capital	1661
road, subsidiary, other relation. Controlled through ownership of capital stock	1662
road, subsidiary, other relation. Controlled through ownership of majority of capi- k.	1663
road, subsidiary, other relation. Controlled through ownership of capital stock	1664
road, subsidiary, other relation. Controlled through ownership of majority of capi- k.	1665
	1666
road, other relation. Controlled through ownership of entire capital stock. "Line not in operation.	1667
road, subsidiary, other relation. "Line owned" includes 1.50 miles not in operation.	1668
road, subsidiary, other relation. Controlled through ownership of majority of capi-	1669
oad, independent	1670
	1671
ring road. Owned by Wm. Farrell & Co. Feeder to St. L., Iron Mtn. & Sn. Ry., at ille Mills, Ark.	1672
ad, independent	1673

GROUP IX. TABLE I.—CLASSIFICATION OF RAILWAYS AND M

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPER. Length.	I a
		Miles.	*Miles.*	*Miles.*	
	Total—Group IX	10,779.37	336.33	.....	..
1674	Aransas Pass Harbor Company	[1] .50	.....	.....	..
1295	Atchison, Topeka and Santa Fé Railroad Company: [2]				
1675	Gulf, Colorado and Santa Fé Railway Company.	[2] 1,058.00	.....	[2] 1,058.00	..
1676	Atlanta and Mount Pleasant Railroad Company	[1] 12.00	.....	[1] 12.00	..
1677	Austin and Northwestern Railroad Company	109.10	1.20	109.10	
1678	Baton Rouge, Mobile and Ponchatoula Railroad Company.	6.00	.....	6.00	
1679	Calcasieu, Vernon and Shreveport Railroad Company.	7.00	[4] 12.00	7.00	
1680	Chicago, Rock Island and Texas Railway Company. [5]	55.60	55.60	55.60	
1681	De Kalb and Red River Railroad Company	[1] 9.50	9.50	[1] 9.50	
1682	Denison and Suburban Railway Company	1.00	[4] .10	.....	..
1683	East Louisiana Railroad Company	[1] 36.30	5.60	[1] 72.30	
1684	East Texas Transportation Company	[1] 16.00	.....	[1] 16.00	..
1685	El Paso and Northern Railroad Company	[1] 10.00	10.00	.....	..
1686	Fort Worth and Rio Grande Railway Company	146.17	.....	146.17	..
1687	Galveston and Western Railway Company	13.10	.....	13.10	..
1688	Gulf, Sabine and Red River Railroad Company	25.00	4.00	25.00	
1689	Hearne and Brazos Valley Railroad Company	16.42	16.42	18.82	
1690	Houston and Texas Central Railroad Company [6]	457.57	[4] 49.43	497.62	
1691	Fort Worth and New Orleans Railway Company.	40.05	.....	.....	..
1692	Central Texas and Northwestern Railway Company.	12.36	.....	12.36	..
1693	Houston Belt and Magnolia Park Railway Company.	6.00	6.00	6.00	
1694	Houston, East and West Texas Railway Company.	192.00	.....	192.00	..
1695	Houston and Shreveport Railroad Company	40.00	.....	40.00	..
1696	Iberia and Vermilion Railroad Company	16.13	16.13	16.13	
1697	International and Great Northern Railroad Company.	775.40	.....	775.40	..
1698	Galveston, Houston and Henderson Railroad Company of 1882.	50.00	.....	50.00	..
1699	Kansas City, Watkins and Gulf Railway Company. [7]	98.37	.37	98.37	
1700	Keno and Cold Springs Railroad Company	[1] 4.00	.....	[1] 4.00	..
1701	Kickapoo and Gulf Railroad Company	6.00	6.00	6.00	
1702	Kildare and Linden Railroad Company	[1] 17.00	.....	[1] 17.00	..
1703	Lake Charles and Leesville Railway Company	16.00	[4] 2.00	16.00	
1704	Lake Creek Railroad Company	[1] 8.00	.....	[1] 8.00	..
1705	Louisiana and Northwest Railroad Company	[1] 36.00	.90	[1] 36.00	
1706	Louisiana Central Railroad Company	[1] 22.00	.....	[1] 22.00	..
1707	Mansfield Railway and Transportation Company.	[1] 2.00	.12	[1] 2.00	
1708	Minden Railroad and Compress Company	5.25	.....	5.25	..
1604	Missouri, Kansas and Texas Railway Company [8]. [Line south of Denison, Texas.]	839.48	117.75	910.66	
1606	Missouri Pacific Railway Company: [9]				
1627	Saint Louis, Iron Mountain and Southern Railway Company: [2]				
1709	Houston, Central Arkansas and Northern Railroad Company.	144.59	.....	.....	..

[1] Unofficial figures.
[2] Inserted to show relation of road following.
[3] Includes 100 miles lying in Group VIII.
[4] Decrease.
[5] Report for period, January 22 to June 30, 1893.
[6] Report for three months ending June 30, 1893.
[7] Report for nine months ending June 30, 1893.
[8] See page 220, No. 1604, for totals covering entire road.
[9] Inserted to show relation of two roads following.

AR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
t road. "Line owned" not in operation	1674 1295
oad, subsidiary, other relation. Controlled through ownership of entire capital bonds.	1675
d. Owned by Jefferson Lum. Co. Feeder to Tex. & Pac. Ry., at Atlanta, Tex	1676
oad, independent	1677
ging road. Owned by Burton Lum. Co. Feeder to Louisv., N. O. & Tex. Ry., at La.	1678
road, independent	1679
	1680
	1681
nt road. "Line owned" not in operation	1682
road, independent	1683
ad, owned by Griggby Bros	1684
nt road. "Line owned" not in operation	1685
road, independent	1686
	1687
gging road. Owned by Lutcher & Moore, Orange, Tex	1688
road, independent	1689
	1690
y road, contingent money rental	1691
; road, subsidiary, other relation	1692
; road, independent	1693
	1694
; road, subsidiary, other relation	1695
; road, independent	1696
	1697
; road, subsidiary, contingent money rental. Leased Apr. 9, 1883, for 99 years; rental, on bonds, operating expenses, taxes, and organization expenses; any surplus to be the Galv., Houston & Hend. R. R.	1698
; road, independent	1699
ad. Owned by W. M. Cruse. Feeder to Houston, E. & W. Tex. Ry., at Keno, Tex	1700
gging road. Owned by Trinity County Lum. Co	1701
mber road. Owned by Jefferson Lum. Co. Feeder to Tex. & Pac. Ry., at Kildare,	1702
mber road. Owned by Bradley-Ramsey Lum. Co	1703
mber road. Feeder to Gulf, Colo. & S. Fé Ry., at Montgomery, Tex	1704
road, independent	1705
	1706
	1707
	1708
	1604
	1606 1627
road	1709

GROUP IX. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1	2	3	4	
	Name of road.	LINE OWNED.		LINE OPERA	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	In as by pe Ju
		Miles.	*Miles.*	*Miles.*	
1710	Natchez, Red River and Texas Railroad Company.	[1] 25.00	[2] 1.50	[1] 25.00	
1711	Natchitoches Railroad Company	[1] 16.00	4.98	[1] 16.00	
1712	New Orleans and Northwestern Railway Company.	[3] 84.00	7.00	[3] 84.00	
1713	New Orleans and Southern Railroad Company	66.00	.50	66.00	
1714	New Orleans, Fort Jackson and Grand Isle Railroad Company.	[1] 60.90	19.90	[1] 60.90	
1715	North Galveston, Houston and Kansas City Railroad Company.	[1] 34.70	34.70	.....	
1716	North Texas Land and Timber Company's Railroad.	[1] 11.50	.....	[1] 11.50	
1717	Olive and Sternenberg Timber Railroad Company.	12.00	5.50	12.00	
1718	Pan-American Railway Company	[1] 10.23	.....	.....	
1719	Paris, Marshall and Sabine Pass Railway Company.	15.50	.....	15.50	
1720	Pecos Valley Railway Company	35.00	.....	35.00	
1721	Pecos River Railroad Company	54.00	.....	54.00	
1722	Rio Grande Railroad Company	22.50	.....	22.50	
1723	Rio Grande and Eagle Pass Railway Company	27.75	.....	27.75	
1724	Robeline and Sabine Pass Railroad Company	14.00	2.00	14.00	
1725	Saint Louis Southwestern Railway Company of Texas.	551.70	.....	551.70	
1726	Tyler Southeastern Railway Company	88.60	.....	88.60	
1727	San Antonio and Aransas Pass Railway Company.	687.40	57.30	687.40	
1728	Seven Oaks Timber Road	[1] 6.00	.....	[1] 6.00	
1729	Sherman, Shreveport and Southern Railway Company. [4]	155.00	155.00	155.00	
1730	South Galveston and Gulf Shore Railroad Company.	4.10	4.10	.....	
1731	Southern Pacific Company [5] [Atlantic System.]	.....	.....	1,765.61	
1732	Galveston, Harrisburg and San Antonio Railway Company.	930.72	[2] 6.18	.....	
1733	Louisiana Western Railroad Company	112.46	.43	.....	
1734	Morgan's Louisiana and Texas Railroad and Steamship Company.	259.90	.....	.....	
1735	Gulf, Western Texas and Pacific Railway Company.	111.20	.....	.....	
1736	New York, Texas and Mexican Railway Company.	91.00	.....	.....	
1737	Texas and New Orleans Railroad Company of 1874.	206.14	[2] 1.59	.....	
1738	Texas Transportation Company	7.90	.....	.....	
1739	Sulphur Lumber Company's Narrow Gauge Railroad.	[1] 7.50	.....	[1] 7.50	
1740	Texas and Pacific Railway Company	1,388.27	.....	1,499.00	
1741	Texas Central Railroad Company	178.00	[2] 52.00	189.00	
1742	Texas Mexican Railway Company	162.62	.....	162.62	
1743	Texas Midland Railroad Company [6]	52.06	52.06	52.06	
1744	Texas, Sabine Valley and Northwestern Railway Company.	38.00	.....	40.00	
1745	Texas and Sabine Valley Railway Company	2.00	2.00	.....	

[1] Unofficial figures. [2] Decrease.
[3] Includes 2.66 miles lying in Group V.
[4] Report for five months ending June 30, 1893.
[5] See page 220, No. 1731, for totals covering entire road.
[6] Report for period, February 25 to June 30, 1893.

E YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
ing road, independent	1710
	1711
ing road, independent. Louis K. Hyde, Receiver, appointed Oct. 1, 1892	1712
ing road, independent	1713
	1714
ndent road. "Line owned" not in operation	1715
logging road. Owned by C. S. Woodworth & Co., and Bivins, Venable & Co	1716
road. Owned by Olive & Sternenberg. Feeder to Sn. Pac. Co., at Olive, Tex	1717
ndent road. "Line owned" not in operation	1718
ing road, independent	1719
	1720
ing road, subsidiary, other relation. Controlled through ownership of entire capital stock	1721
ing road, independent	1722
	1723
lumber road. Owned by Jno. R. Jones and W. L. Gilmer. Feeder to Tex. & Pac. Ry., ictoria, La.	1724
ing road, independent	1725
ing road, subsidiary, other relation. Controlled through ownership of majority of capi-tock.	1726
ing road, independent	1727
road. Owned by C. N. Fisher & Co., Seven Oaks, Tex	1728
ing road, independent	1729
ndent road. "Line owned" not in operation	1730
ing road, independent	1731
iary road, other relation. Controlled through ownership of capital stock	1732
iary road, contingent money rental. Operated under so-called "Omnibus lease," in t Mar. 1, 1885, to 99 years, as modified in July, 1889; lessee to receive rents and ts, pay expenses taxes interest on bonded and floating debt; net profit remaining to be rtioned to companies included in the lease, this company receiving 7 per cent thereof	1733
iary road, contingent money rental. Included in "Omnibus lease;" proportion of rofits received including that of Gulf, Wn Tex. & Pac. Ry., 23 per cent.	1734
iary road, contingent money rental. Included in "Omnibus lease;" proportion of net ts received included with Morgan's La. & Tex. R. R.	1735
iary road, other relation. Controlled through ownership of capital stock	1736
	1737
	1738
logging road	1739
ing road, independent. "Line operated" includes 17.73 miles leased from the Vicksb., rcpt. & Pac P. R.	1740
ing road, independent	1741
	1742
	1743
ing road, independent	1744
iary road, other relation	1745

GROUP IX. TABLE. I—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERATED. Length.	5 LINE OPERATED. Increase as shown by comparison with June 30, 1892.
		Miles.	*Miles.*	*Miles.*	*Miles.*
1746	Texas Tram and Lumber Company's Railroad ...	23.00	.....	23.00	.....
1747	Texas Trunk Railroad Company	51.58	.08	51.58	.08
1748	Texas Western Narrow Guage Railroad Company.	[1] 53.00	.....	[1] 53.00	.....
1529	Union Pacific Railway Company: [2]				
1668	Union Pacific, Denver and Gulf Railway Company: [2]				
1749	Fort Worth and Denver City Railway Company.	454.41	[4] 14.54	470.41	.....
1750	Fort Worth and Denver Terminal Railway Company.	6.88	.....	.....	[4] 6.88
1751	Pan Handle Railway Company [5]	14.54	14.54	.....	.....
1752	Velasco Terminal Railway Company	20.00	.10	20.00	.10
1753	Vicksburg, Shreveport and Pacific Railroad Company.	188.42	.....	170.69	.....
1754	Waco and Northwestern Railroad Company	[1] 54.00	54.00	[1] 54.00	54.00
1755	Weatherford, Mineral Wells and Northwestern Railway Company.	23.00	.....	23.00	.....
1756	Wichita Valley Railway Company	51.00	.....	51.00	.....

[1] Unofficial figures.
[2] Inserted to show relation of four roads following.
[3] Inserted to show relation of three roads following.
[4] Decrease.
[5] Report received too late for use in other Tables.

THE YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
ivate logging road	1746
erating road, independent. Geo. T. Atkins, Receiver, appointed Dec. 7, 1892	1747
erating road, independent	1748
	1529
	1668
erating road, subsidiary, other relation. Controlled through ownership of majority of spital stock.	1749
bsidiary road, fixed money rental. Leased Dec. 14, 1890, for 49 years; rental, $10,000 per annum. "Line operated" included in yard tracks and sidings of Ft. Wor. & Denver Cy. ty.	1750
bsidiary road, fixed money rental. Rental, $11,250, interest on first mortgage bonds	1751
erating road, independent	1752
erating road, independent. Of "line owned," 17.73 miles are leased to and operated by Tex. & Pac. Ry.	1753
erating road, independent	1754
..do	1755
..do	1756

GROUP X. TABLE I.—CLASSIFICATION OF RAILWAYS AND

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OP Length.
		Miles.	*Miles.*	*Miles.*
	Total—Group X	13,685.20	457.10	.....
1757	Albion River Railroad Company	9.00	[1] 1.00	9.00
1758	Arcata and Mad River Railroad Company	17.25	5.25	17.25
1759	Arizona and New Mexico Railway Company	71.00	.....	71.00
1760	Arizona and Southeastern Railroad Company	36.20	.....	36.20
1761	Astoria and Portland Railway Company	[2] 15.78	15.78	[2] 15.78
1295	Atchison, Topeka and Santa Fé Railroad Company: [3]			
1544	Atlantic and Pacific Railroad Company [4] [Western and California Divisions.]	579.73	.....	834.79
1762	New Mexico and Arizona Railroad Company	87.78	.....	87.78
1763	Southern California Railway Company	490.98	.....	490.98
1764	Bellingham Bay and British Columbia Railroad Company.	23.30	.27	23.30
1765	Bellingham Bay and Eastern Railroad Company	3.48	.88	3.48
1766	Blanchard Railroad Company	[2] 10.00	.....	[2] 10.00
1767	Bodie and Benton Railway Company	[2] 36.00	2.00	[2] 36.00
1768	Bucksport and Elk River Railroad Company	12.00	.....	12.00
1769	California Railway Company	[2] 5.00	.....	[2] 5.00
1770	California and Nevada Railroad Company	[2] 22.50	.50	[2] 22.50
1771	Carson and Colorado Railway Company	307.25	.....	307.25
1772	Casper and Hare Creek Railroad Company	10.00	2.00	10.00
1773	Central Arizona Railroad Company	[2] 36.00	.....	[2] 36.00
1774	Chino Valley Railway Company	10.00	1.00	10.00
1775	Columbia and Puget Sound Railway Company	[2] 54.50	[1] .50	[2] 54.50
1776	Colusa and Lake Railroad Company	22.00	.....	22.00
1777	Coos Bay, Roseburg and Eastern Railroad and Navigation Company.	15.00	5.00	.....
1778	Coronado Railway Company	[2] 22.00	.....	[2] 22.00
1779	Crystal Bay Railroad Company	10.00	3.00	10.00
1780	Eel River and Eureka Railroad Company	[2] 25.00	.....	[2] 25.00
1781	Eureka and Palisade Railroad Company	84.00	.....	84.00
1782	Everett and Monte Cristo Railway Company	40.00	33.50	40.00
1783	Fort Bragg Railroad Company	[2] 7.60	.....	[2] 7.60
• 1784	Glendale Mill Logging Railroad Company	1.00	1.00	1.00
1378	Great Northern Railway Company: [5]			
1785	Fairhaven and Southern Railroad Company	[2] 40.70	[1] 10.30	[2] 40.70
1786	Seattle and Montana Railway Company	[2] 78.50	78.50	[2] 78.50
1787	Great Salt Lake and Hot Springs Railway Company.	11.47	1.97	11.47
1788	Greenwood Railroad Company	8.00	.....	8.00
1789	Gualala River Railway Company	8.00	[1] 4.00	8.00
1790	Humboldt Lumber Mill Company's Logging Railroad.	[2] 2.50	.....	[2] 2.50
1791	Ilwaco Railway and Navigation Company	16.00	.....	16.00
1792	Independence and Monmouth Railway Company	[2] 2.50	[1] 21.50	[2] 2.50
1793	Jacoby Creek Railroad Company	7.00	1.50	7.00
1794	Lake Tahoe Narrow Gauge Railroad Company	[2] 10.00	.....	[2] 10.00
1795	Lake Valley Narrow Gauge Railroad Company	[2] 10.50	.....	[2] 10.50
1796	Los Angeles and Pacific Railway Company	[2] 30.00	.....	.....
1797	Los Angeles Terminal Railway Company [6]	53.60	6.00	53.60
1798	Mad River and Humboldt Railroad Company	13.00	.....	13.00
1799	Maricopa and Phœnix Railroad Company	34.36	.....	34.36
1800	Musquito and Coal Creek Railroad Company	2.62	.....	2.62
1801	National City and Otay Railway Company	[2] 30.23	1.66	[2] 30.23
1802	Navarro Railroad Company	11.00	[1] 3.00	11.00
1803	Nevada-California-Oregon Railway Company	79.00	.....	79.00
1804	Nevada Central Railroad Company	93.30	.30	93.30

[1] Decrease. [2] Unofficial figures. •
[3] Inserted to show relation of three roads following.
[4] See page 220, No. 1544, for totals covering entire road.
[5] Inserted to show relation of two roads following.
[6] Report for six months ending June 30, 1893.

OR THE YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
Private logging road	1757
Operating road, independent	1758
....do	1759
....do	1760
Operating road, independent. Operated only during the summer months	1761
	1295
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock. Of "line operated," 242.51 miles included in "line owned" of the Sn. Pac. R. R. of Cal.	1544
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	1762
....do	1763
Operating road, independent	1764
....do	1765
Private logging road	1766
Private road	1767
Operating road, independent	1768
....do	1769
Operating road, independent. Operated by contractors for transportation of materials	1770
Operating road, independent	1771
Private logging road. Owned by Caspar Lum. Co	1772
Operating road, independent. Operated only during summer months, and mainly for use of Arizona Lum. & Tim. Co., pending further construction.	1773
Operating road, independent. Owned by Richard Gird. Feeder to Sn. Pac. Co. at Ontario, Cal.	1774
Operating road, independent. Operated by the Oregon Improvement Co	1775
....do	1776
Independent road. "Line owned" not operated	1777
Operating road, independent	1778
Private road. Owned by Sierra Nevada Wood & Lum. Co	1779
Operating road, independent	1780
....do	1781
Operating road, independent	1782
Operating road, independent. Used mainly for logging purposes	1783
Private logging road. Owned by Isaac Minor, Arcata, Cal	1784
	1378
Operating road, subsidiary	1785
....do	1786
Operating road, independent	1787
Private logging road	1788
....do	1789
....do	1790
Operating road, independent	1791
....do	1792
Private logging road	1793
Private lumber road. Owned by Carson & Tahoe Lum. & Fluming Co	1794
....do	1795
Independent road. "Line owned" not in operation	1796
Operating road, independent	1797
Private road. Owned by John Vance, Eureka, Cal. Operated by the Humbt. Bay & Trinidad Logging & Lum. Co.	1798
Operating road, independent	1799
Private road. Owned by B. F. Brock	1800
Operating road, independent. Owned by the San Diego Land & Town Co	1801
Private logging road	1802
Operating road, independent	1803
....do	1804

GROUP X. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERAT Length.	Inc as s by pa w Jun 18
		Miles.	*Miles.*	*Miles.*	*Mi*
1805	Nevada County Narrow Gauge Railroad Company.	22.50	.....	22.50	.....
1438	Northern Pacific Railroad Company [1] [Line west of Idaho.]	590.36	7.87	1,086.34	
1806	Central Washington Railroad Company	109.41	.87	.....	.....
1807	Clealum Railroad Company	5.37	[2] .02	.....	.....
1808	Cœur d'Alene Railway and Navigation Company.	52.10	2.51	.....	.....
1809	Green River and Northern Railroad Company	11.87	7.44	.....	.....
1810	Northern Pacific and Cascade Railroad Company.	19.18	1.81	.....	.....
1811	Northern Pacific and Puget Sound Shore Railroad Company.	45.35	13.93	.....	.....
1812	Spokane and Palouse Railway Company	153.04	3.62	.....	.....
1813	Spokane Falls and Idaho Railroad Company	14.33	[2] .06	.....	.....
1814	Tacoma, Orting and Southeastern Railroad Company.	10.61	2.96	.....	.....
1815	United Railroads of Washington	180.72	60.27	.....	.....
1816	Seattle, Lake Shore and Eastern Railway Company.	227.03	.....	227.03	.....
1817	North Pacific Coast Railroad Company	84.50	.....	88.00	.....
1818	San Rafael and San Quentin Railroad Company	3.50	.....	.....	.....
1819	North Pacific Terminal Company	[3] 6.50	.....	[3] 6.50	.....
1820	Ogden and Hot Springs Railway Company	9.25	1.75	9.25	
1821	Ogden Union Railway and Depot Company	9.50	.....	9.50	.....
1822	Oregon Pacific Railroad Company	.....	.....	[3] 127.90	.....
1823	Wilamette Valley and Coast Railroad Company.	[3] 141.80	.....	.....	.....
1824	Pacific Coast Railway Company	76.10	.....	76.10	.....
1825	Pacific Lumber Company's Railroad	9.75	.....	9.75	.....
1826	Pacific Lumber and Wood Company's Railroad	[3] 10.00	.....	.....	[2]
1827	Pajaro Valley Railroad Company	23.70	[2] .30	23.70	
1828	Pittsburg Railroad Company	5.33	[2] .34	5.33	
1829	Port Townsend and Southern Railroad Company.	[3] 43.30	.70	[3] 43.30	
1830	Prescott and Arizona Central Railway Company.	[3] 73.12	.....	[3] 73.12	.....
1831	Puget Sound and Chehalis Railway Company	4.25	[2] 1.75	4.25	[2]
1832	Puget Sound and Gray's Harbor Railroad and Transportation Company.	[3] 27.75	.....	[3] 27.75	.....
1833	Rio Grande Western Railway Company	[4] 433.33	15.92	[4] 517.97	
1834	Sevier Railway Company	25.70	.....	.....	.....
1835	Tintic Range Railway Company	52.04	12.34	.....	.....
1836	Rogue River Valley Railway Company	5.50	.....	5.50	.....
1837	Ruby Hill Railroad Company	7.00	.....	.....	.....
1838	Salmon Creek Railroad Company	[3] 10.00	.....	[3] 10.00	.....
1839	Salt Lake and Los Angeles Railway Company	15.00	14.86	15.00	
1840	San Diego, Cuyamaca and Eastern Railroad Company.	[3] 26.00	.....	[3] 26.00	.....
1841	San Francisco and North Pacific Railway Company.	165.32	.67	165.32	
1842	San Francisco Belt Railroad Company	[3] .50	.50	.....	.....
1843	San Gabriel Valley Rapid Transit Railway Company.	[3] 16.50	.....	[3] 16.50	
1844	San Pete Valley Railway Company	27.00	[2] 6.00	27.00	[2]
1845	Santa Ana and Newport Railway Company	11.00	[2] .75	11.00	[2]
1846	Santa Fé, Prescott and Phœnix Railway Company	60.00	60.00	60.00	
1847	Santa Fé Southern Railway Company	[3] 39.20	.....	[3] 39.20	.....
1848	Seattle and Northern Railroad Company	[3] 36.28	.....	[3] 36.28	.....
1849	Seattle Terminal Railway and Warehouse Company.	4.00	.08	4.00	

[1] See page 220, No. 1438, for total covering entire road.
[2] Decrease. [3] Unofficial figures.
[4] Includes 16.10 miles lying in Group VIII.

R THE YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
Operating road, independent	1805
....do	1438
Subsidiary road, fixed money rental. Operated by Nn. Pac. R. R., from Nov. 1, 1888, under 999 years' lease; lessee to pay as rental interest and sinking-fund charges on bonded debt.	1806
Subsidiary road, other relation. Controlled through ownership of entire capital stock	1807
Subsidiary road, contingent money rental. Leased Oct. 1, 1888, for 999 years; rental, net earnings after deducting operating expenses, taxes, fixed charges, and expenditures for improvements and equipment.	1808
Subsidiary road, other relation. Controlled through ownership of entire capital stock	1809
Subsidiary road, other relation. Leased Aug. 1, 1885, for 99 years; controlled through ownership of capital stock.	1810
Subsidiary road, other relation. Controlled through ownership of entire capital stock	1811
Subsidiary road, fixed money rental. Leased May 1, 1886, for 999 years; rental, interest, and sinking-fund charges on bonded debt.	1812
Subsidiary road, other relation. Controlled through ownership of entire capital stock	1813
....do	1814
....do	1815
Operating road, subsidiary; other relation. Controlled through ownership of majority of capital stock.	1816
Operating road, independent	1817
Subsidiary road	1818
Operating road, independent	1819
....do	1820
....do	1821
Operating road, independent	1822
Subsidiary road, other relation. Operated by Oregon Pac. Ry., while under construction. Of "line owned," 13.90 miles not in operation. E. W. Hadley, Receiver, appointed Mar. 4, 1893.	1823
Operating road, independent	1824
Operating road, independent. Does general railroad business. Feeder to Eel Riv. & Eureka R. R., at Alton Junction, Cal.	1825
Independent road. "Line owned" not in operation	1826
Operating road, independent	1827
....do	1828
Operating road, independent. Owned by Oregon Imp. Co	1829
Operating road, independent	1830
Private logging road. Owned by Mosher and McDonald	1831
Private logging road. Owned by Port Blakely Mill Co	1832
Operating road, independent. "Line operated" includes 18.20 miles owned by Denver & Rio G. R. R.; "line owned" includes 11.30 miles not in operation.	1833
Subsidiary road; other relation. Controlled through ownership of entire capital stock Leased July 1, 1891, for 5 years.	1834
Subsidiary road, other relation. Controlled through ownership of entire bonds and capital stock. Leased Jan. 1, 1892, for 5 years.	1835
Operating road, independent	1836
Independent road. "Line owned" not in operation	1837
Operating road, independent	1838
....do	1839
....do	1840
....do	1841
Independent road. "Line owned" not in operation	1842
Operating road, independent	1843
....do	1844
....do	1845
....do	1846
....do	1847
Operating road, independent. Controlled by Oregon Imp. Co	1848
Operating road, independent	1849

GROUP X. TABLE I.—CLASSIFICATION OF RAILWAYS AND MIL

No.	1	2	3	4	4
	Name of road.	LINE OWNED.		LINE OPERATE	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	Incr as sh by co pari wit June 189
		Miles.	*Miles.*	*Miles.*	*Mil*
1850	Shelton Southwestern Railroad Company	12.00	6.00	12.00	6
1851	Sierra Valley and Mohawk Railroad Company	15.00	.....	.....	.....
1852	Silver City and Northern Railroad Company	18.10	.....	18.10	.....
1853	Southern Oregon Company's Logging Railroad	3.00	[1] 1.00	.....	.....
1731	Southern Pacific Company [2] [Pacific system.]	.....	.....	4,837.45	113
1854	California Pacific Railroad Company	113.44	.....	.....	.....
1855	Central Pacific Railroad Company	1,345.32	.....	.....	.....
1856	Northern Railway Company	389.38	.....	.....	.....
1857	Northern California Railway Company	53.60	.....	.....	.....
1858	Oregon and California Railroad Company	567.50	.....	.....	.....
1859	Oregonian Railroad Company	57.50	.....	.....	.....
1860	Portland and Yamhill Railroad Company [3]	28.50	28.50	.....	.....
1861	Southern Pacific Railroad Company of Arizona	392.50	4.40	.....	.....
1862	Southern Pacific Railroad Company of California.	1,824.82	108.76	.....	.....
1863	Southern Pacific Railroad Company of New Mexico.	167.30	[1] .15	.....	.....
1864	South Pacific Coast Railway Company	101.00	.....	.....	.....
1865	Spokane Falls and Northern Railroad Company	[4] 127.30	.....	[4] 127.30	.....
1866	Stimson Mill Company's Railroad	[4] 4.00	.....	[4] 4.00	.....
1867	Sumpter Valley Railway Company [5]	27.00	2.00	27.00	2
1868	Tacoma Lake Park and Columbia River Railway Company.	[4] 11.50	11.50	.....	.....
1869	Tucson, Globe and Northern Railroad Company	[4] 10.00	.....	.....	.....
1529	Union Pacific Railway Company: [6]				
1870	Echo and Park City Railway Company	30.19	[1] .38	30.19	.(
1871	Oregon Short Line and Utah Northern Railway Company.	[7] 1,482.22	[1] .02	[8] 1,424.82	[1] .(
1872	Oregon Railway and Navigation Company	642.71	.05	1,059.35	.(
1873	Cascade Railroad Company	6.00	.....	.....	.....
1874	Columbia and Palouse Railroad Company	144.80	[1] .02	.....	.....
1875	Mill Creek, Flume and Manufacturing Company.	13.40	.....	.....	.....

[1] Decrease.
[2] See page 220, No. 1731, for totals covering entire road.
[3] Report for ten months ending June 30, 1893.
[4] Unofficial figures.
[5] Report for six months ending June 30, 1893.
[6] Inserted to show relation of ten roads following.
[7] Includes 276.14 miles lying in Group VII.
[8] Includes 218.74 miles lying in Group VII.

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
road, independent	1850
nt road. "Line owned" not in operation	1851
road, independent	1852
gging road. "Line owned" not in operation	1853
road, independent. "Line operated" includes 9.69 miles of ferry	1731
y road, fixed money rental. Leased Nov. 1, 1886, for 50 years; annual rental, $600,000	1854
y road, fixed money rental. Leased Apr. 1, 1885, for 99 years; lessee receives all reve- l pays all expenses, taxes, interest on bonded and floating debt, Thurman act require- inking-fund charges, and guarantees a minimum rental of $1,360,000 per annum; net earnings, after paying above, exceed the minimum rental, the excess up to $2,720,000 id lessor.	1855
y road, fixed money rental. Leased July 1, 1888, for 99 years; lessee pays all expenses, nterest on bonded and floating debt, and net proceeds from operation up to 6 per cent m on capital stock, retaining all over that amount; narrow gauge, 40.20 miles.	1856
y road, contingent money rental. Leased June 1, 1889, for 40 years; lessee makes all tures, including betterments and interest on funded debt, and provides a sinking redemption of first-mortgage bonds. The balance after such payments is for ac- f lessee.	1857
y road, fixed money rental. Leased July 1, 1887, for 40 years; lessee receives all rev- ays all expenses, taxes, interest on bonded and floating debt, betterments, guarantees l and interest of bonds, and pays to lessor any surplus remaining up to 7 per cent on d and 6 per cent on common stock.	1858
y road, fixed money rental. Leased from Dec. 5, 1890; lessee makes all expenditures, g betterments, and interest on funded debt, taxes, corporation expenses, and other arges; the balance remaining after such payments is retained by lessee, and the de- any, is charged to same.	1859
y road, fixed money rental. Leased Sept. 1, 1892, for 99 years; rental, $1,000 per an- terest on bonds, and 6 per cent on capital stock.	1860
y road, contingent money rental. Included in "Omnibus lease," in effect Mar. 1, 1885. ears; as modified in July, 1889, lessee guarantees principal and interest of bonds and sor 10 per cent of net profits from operations of this and other lessor companies.	1861
y road, contingent money rental. Included in "Omnibus lease," receiving 44 per the net profits. Of "line owned," 242.51 miles included in line operated by Atl. & R.	1862
y road, contingent money rental. Included in "Omnibus lease," receiving 6 per the net profits.	1863
y road, fixed money rental. Leased July 1, 1887, for 55 years; lessee pays all taxes, on bonds, and sinking fund requirements; also guarantees bonds in case of default or.	1864
g road, independent	1865
	1866
	1867
ent road. "Line owned" not in operation	1868
	1869
	1529
g road, subsidiary, other relation. Controlled through ownership of entire capital	1870
g road, subsidiary, other relation. Controlled through ownership of majority of capi- k; "line owned" includes 57.40 miles leased to Mont. Un. Ry.	1871
g road, subsidiary, other relation. Controlled through ownership of entire capital	1872
ry road, other relation. Oregon Ry. & Nav. Co. owns a controlling interest in this road, is included in lease of former to Oregon S. Line Ry. Aug. 1, 1889, lease transferred to S. Line & Utah Nn. Ry.	1873
	1874
ry road, other relation. Controlled through ownership of capital stock	1875

GROUP X. TABLE I.—CLASSIFICATION OF RAILWAYS AND MI

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERA Length.	I as b p Ju
		Miles.	*Miles.*	*Miles.*	
	Union Pacific Railway Company—Continued.				
	Oregon Short Line and Utah Northern Railway Company—Continued.				
	Oregon Railway and Navigation Company—Continued.				
1876	Oregon Railway Extension Company	68.73	.....	.....	...
1877	Walla Walla and Columbia River Railroad Company.	35.52	.....	.....	...
1878	Washington and Idaho Railroad Company	154.19	[1] .01	.....	...
1879	Portland and Puget Sound Railroad Company.	11.10	.....	.....	
1880	Union River Logging Railroad Company	6.00	.....	.....	...
1881	Utah Central Railway Company	37.00	37.00	37.00	
1882	Vancouver, Klickitat and Yakima Railroad Company.	12.00	.....	12.00	...
1883	Virginia and Truckee Railroad Company	52.20	.....	52.20	...
1884	Visalia Railroad Company [2]	7.33	.....	7.33	...
1885	Visalia and Tulare Railroad Company	11.50	.....	11.50	...
1886	Warren Creek Logging Railway Company	[3] 2.75	.....	[3] 2.75	...
1887	Washington and Columbia River Railway Company. [4]	162.08	162.08	162.08	
1888	Washington Southern Railway Company (of Washington).	16.50	[1] 2.15	16.50	
1889	White River Railway Company	[3] 1.50	.....	.....	...
1890	Yreka Railroad Company	[3] 7.50	7.50	[3] 7.50	

[1] Decrease.
[2] Unofficial figures.
[3] Report for eighteen months ending June 30, 1893.
[4] Report for period, November 4, 1892 to June 30, 1893.

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
ıry road, other relation. Controlled through ownership of entire capital stock. Leased gon Ry. & Nav. Co. Jan. 8, 1890, and assigned to Oregon S. Line & Utah Nn. Ry. same	1876
ıry road, other relation. Controlled through ownership of capital stock	1877
ıry road, contingent money rental. Leased Jan. 8, 1890, for 97 years, to Oregon Ry. & o. under provisional agreement; assignment of lease to Oregon S. Line & Utah Nn. ıde same date.	1878
ıry road. "Line owned" not in operation	1879
road. Not in operation, owing to litigation over right of way	1880
ıg road, independent	1881
	1882
	1883
	1884
	1885
logging road. Owned by Isaac Minor, Arcata, Cal	1886
ıg road, independent	1887
ıg road, independent. C. M. Sheafe, Receiver, appointed Feb. 1, 1893	1888
dent road. "Line owned" not in operation	1889
ıg road, independent	1890

TABLE I.—SUPPLEMENT A.—CLASSIFICATION OF RAILW

[Showing totalized figures

No.	1	2	3	4
	Name of road.	LINE OWNED.		LINE OPE
		Length.	Increase as shown by comparison with June 30, 1892.	Length.
		Miles.	*Miles.*	*Miles.*
43	Canadian Pacific Railway Company			[1] 6,015.50
176	Baltimore and Ohio Railroad Company	540.00		2,031.28
428	New York, Lake Erie and Western Railroad Company.	543.87	3.87	1,703.01
758	Cleveland, Cincinnati, Chicago and Saint Louis Railway Company.	1,686.72	203.60	1,850.34
767	Peoria and Eastern Railway Company	341.43		350.45
800	Indianapolis, Decatur and Western Railway Company.	152.51		152.51
806	Kanawha and Michigan Railway Company	164.60	32.60	141.38
868	Norfolk and Western Railroad Company	1,319.25	208.93	1,557.94
870	Ohio and Mississippi Railway Company	632.68	[2] 3.24	635.92
919	Terre Haute and Indianapolis Railroad Company.	79.90		625.89
929	Toledo, Saint Louis and Kansas City Railroad Company.	450.72		450.72
930	Wabash Railroad Company	1,594.00	150.50	1,985.30
984	Chesapeake and Ohio Railway Company	1,199.20	216.04	1,313.92
1173	Illinois Central Railroad Company	705.50		2,888.30
1197	Louisville and Nashville Railroad Company	2,103.76	13.20	3,147.73
1228	Mobile and Ohio Railroad Company	527.00		667.00
1295	Atchison, Topeka and Santa Fé Railroad Company.	4,438.22		4,582.12
1310	Chicago and Alton Railroad Company: [3]			
1312	Kansas City, Saint Louis and Chicago Railroad Company.	161.82		
1333	Chicago, Burlington and Quincy Railroad Company.	5,407.16	116.22	5,566.21
1344	Chicago, Rock Island and Pacific Railway Company.	2,879.84	126.09	3,610.18
1348	Chicago, Saint Paul, Minneapolis and Omaha Railway Company.	1,401.14	44.76	1,481.61
1378	Great Northern Railway Company			3,402.40
1380	Saint Paul, Minneapolis and Manitoba Railway Company.	3,709.09	836.55	
1438	Northern Pacific Railroad Company	2,210.48	46.07	4,622.84
1529	Union Pacific Railway Company	1,827.59	.73	1,835.95
1295	Atchison, Topeka and Santa Fé Railroad Company: [3]			
1544	Atlantic and Pacific Railroad Company	691.78		946.84
1604	Missouri, Kansas and Texas Railway Company	1,635.72	113.07	1,783.44
1731	Southern Pacific Company			6,903.06

[1] Includes 5,782.70 miles not in the United States. [2] Decrease.
[3] Inserted to show relation of road following.

FOR THE YEAR ENDING JUNE 30, 1893.

more than one group.]

6	
Remarks.	No.
I and outside the United States; see page 98, No. 43	43
s II, III, and IV; see pages 102, 140, and 156, No. 176	176
s II and III; see pages 120, and 150, No. 428	428
s III and VI; see pages 142 and 182, No. 758	758
s III and VI; see pages 144 and 182, No. 767	767
s III and VI; see pages 146 and 184, No. 800	800
s III and IV; see pages 146 and 158, No. 806	806
s III and IV; see pages 150 and 158, No. 868	868
s III and VI; see pages 150 and 188, No. 870	870
s III and VI; see pages 154 and 190, No. 919	919
s III and VI; see pages 154 and 192, No. 929	929
s III and VI; see pages 154 and 192, No. 930	930
s IV and V; see pages 158 and 166, No. 984	984
s V and VI; see pages 170 and 184, No. 1173	1173
s V and VI; see pages 170 and 186, No. 1197	1197
s V and VI; see pages 172 and 186, No. 1228	1228
s VI, VIII, [1] IX, and [1] X; see pages 178, 198, 206, and 212, No. 1295	1295
	1310
s VI and VIII; see pages 178 and 198, No. 1312	1312
s VI and VII; see pages 180 and 194, No. 1333	1333
s VI and VIII; see pages 180 and 198, No. 1344	1344
s VI and VII; see pages 180 and 194, No. 1348	1348
s VI and VII; see pages 182 and 194, No. 1378	1378
s VI and VII; see pages 182 and 194, No. 1380	1380
s VI, VII, and X; see pages 186, 194, and 214, No. 1438	1438
s VII, VIII, and [1] X; see pages 194, 204, and 216, No. 1529	1529
	1295
VIII and X; see pages 198 and 212, No. 1544	1544
VIII and IX; see pages 200 and 206, No. 1604	1604
IX and X; see pages 208 and 216, No. 1731	1731

[1] Inserted to show relation of road (or roads) following in group.

TABLE I.—SUPPLEMENT B.—CORPORATE C

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPER. Length.	
		Miles.	*Miles.*	*Miles.*	
	GROUP I.				
	Boston and Maine Railroad Company: [1]				
21	Newburyport City Railroad Company	2.08			
35	Orchard Beach Railroad Company	3.00		3.00	
	Concord and Montreal Railroad Company: [2]				
72	Zealand Valley Railroad Company	7.00			
	New York, New Haven and Hartford Railroad Company: [2]				
131	Hartford and Connecticut Valley Railroad Company.	46.20			
	Naugatuck Railroad Company: [2]				
133	Watertown and Waterbury Railroad Company.	4.44			
137	New York, Providence and Boston Railroad Company.	80.28		136.36	
	GROUP II.				
167	Adirondack and Saint Lawrence Railway Company.	128.96		128.03	
168	Herkimer, Newport and Poland Railway Company.	16.40			
	Bradford, Bordell and Kinzua Railroad Company: [2]				
211	Rew City and Eldred Railroad Company	12.16			
212	Bradford, Eldred and Cuba Railroad Company	4.31		34.29	
213	Bradford, Richburg and Cuba Railroad Company.	9.36			
214	Wellsville, Bolivar and Eldred Railroad Company.	20.62			
217	Brooklyn, Bath and West End Railroad Company.	6.39		6.39	
	Buffalo, Rochester and Pittsburgh Railway Company: [2]				
220	East Buffalo Terminal Railway Company	.10			
223	Cape May and Sewell's Point Railroad Company.	3.00		3.00	
228	Central New England and Western Railroad Company.	53.04		164.04	
230	Poughkeepsie Bridge Railroad Company				
	Central Railroad Company of New Jersey: [2]				
260	Tom's River and Waretown Railroad Company.	14.71			
	Central Vermont Railroad Company: [2]				
266	Saint Lawrence and Adirondack Railroad Company.	10.50			
318	Diamond Valley Railroad Company	12.25		12.25	
331	Fall Brook Coal Company	7.20		233.12	
332	Corning, Cowanesque and Antrim Railway Company.	86.94			
336	Ferro Monte Railroad Company	2.52		2.52	
340	Fulton Chain Railroad Company	8.00		8.00	
356	Island Run Railroad Company	1.50		1.50	
368	Lackawanna and Southwestern Railroad Company	35.79		18.00	
	Long Island Railroad Company: [2]				
383	Smithtown and Port Jefferson Railroad Company.	18.98			
	Morris County Railroad Company: [2]				
397	Hibernia Branch Railroad Company	3.50		3.50	
407	New York and Massachusetts Railway Company.	34.99		34.99	
	New York, Lake Erie and Western Railroad Company: [2]				
431	Bergen and Dundee Railroad Company	2.45			
	Pennsylvania Railroad Company: [4]				
494	Littlestown Railroad Company	9.30			
517	Trenton Cut Off Railroad Company	15.73			
518	Turtle Creek Valley Railroad Company	6.37			

[1] Inserted to show relation of two roads following.
[2] Inserted to show relation of road f
[3] Inserted to show relation of four roads following.
[4] Inserted to show relation of three lowing.

EAR ENDING JUNE 30, 1893.

6	
Remarks.	No.
r and merged in Boston & Me. R. R., Jan. 16, 1893	21
	35
ned; track taken up	72
into N. Y., New Hav. & Hartf. R. R	131
augatuck R. R	133
into N. Y., New Hav. & Hartf. R. R., Feb. 13, 1893	137
into the Mohawk and Malone Railway	167
	168
med	211
ned; track taken up	212
	213
	214
d	217
oned	220
d	223
d into the Philadelphia, Reading and New England Railroad, Sept. 15, 1892	228
ed into the Philadelphia, Reading and New England Railroad, with the Cent. New n. R. R., Sept. 15, 1892.	230
ed as the Tom's River and Barnegat Railroad, Nov. 1, 1892	260
rporate name is Malone and Saint Lawrence Railway	266
doned; track taken up	318
aged to Fall Brook Railway, July 1, 1892	331
	332
an railroad, but a wooden tramway	336
doned	340
	356
d by and merged in Cent. N. Y. & Wn. R. R., Dec. 1, 1892	368
ed as the Long Island Railroad, North Shore Branch	383
d and owned by Morris Co. R. R	397
ed as the Poughkeepsie and Eastern Railway	407
d and owned by N. Y., L. Erie & Wn. R. R	431
ated with Han. & York R. R., Dec. 31, 1892	494
d and owned by Pennsylvania R. R	517
ed by and merged in Pennsylvania R. R., May 31, 1893	518

TABLE I.—SUPPLEMENT B.—CORPORATE CH

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPERAT Length.	Inc as s by pa w Ju 1
		Miles.	*Miles.*	*Miles.*	
	GROUP II—Continued.				
	Philadelphia and Reading Railroad Company: [1]				
594	Philadelphia and Newtown Connecting Company	.....	.....	.....	...
633	Rochester and Glen Haven Railroad Company	3.48	.....	3.48	...
635	Rochester, Hornellsville and Lackawanna Railroad Company.	10.13	.....	27.92	...
653	Trout Run Railroad Company	16.00	.....	16.00	...
684	Wilkes Barre and Western Railway Company	31.00	.....	31.00	...
	GROUP III.				
705	Central Michigan Railroad Company	20.00	.....	20.00	...
	Cleveland, Cincinnati, Chicago and Saint Louis Railway Company: [1]				
742	Cincinnati, Wabash and Michigan Railway Company.	203.60	.....	249.10	...
772	Grass Lake and Manistee River Railroad Company.	12.00	.....	12.00	...
783	Kingston and Adelphi Railroad Company	10.00	.....	10.00	...
890	Saint Helen, Houghton Lake and Western Railroad Company.	11.00	.....	11.00	...
	Toledo, Ann Arbor and North Michigan Railway Company: [1]				
905	Frankfort and Southeastern Railroad Company	22.50	.....	.....	...
906	Toledo, Columbus and Cincinnati Railway Company.	78.30	.....	71.87	...
908	Van Wert and Paulding Railroad Company	10.00	.....	10.00	...
	GROUP IV.				
940	Cape Fear and Cincinnati Railway Company	14.50	.....	14.50	...
	Chesapeake and Ohio Railway Company: [1]				
954	Buckingham Railroad Company	4.37	.....	.....	...
960	Grafton and Greenbrier Railroad Company	42.00	.....	42.00	...
965	Kanawha Railway Company	15.00	.....	15.00	...
	Kanawha and Michigan Railway Company: [1]				
967	Point Pleasant Bridge Company	2.00	.....	.....	...
	GROUP V.				
1051	Albany, Florida and Northern Railway Company	25.00	.....	.....	...
1056	Atlantic and Western Railroad Company (of Florida).	30.00	.....	30.00	...
1058	Augusta, Gibson and Sandersville Railroad Company.	80.00	.....	80.00	...
1067	Cahaba Coal Mining Company's Railroad	8.25	.....	8.25	...
1079	Chattanooga and Augusta Railroad Company	1.10	.....	1.10	...
	Chesapeake and Ohio Railway Company: [2]				
1084	Maysville and Big Sandy Railroad Company	.....	.....	.....	...
1085	Elizabethtown, Lexington and Big Sandy Railroad Company.	109.72	.....	130.94	...
1087	Ohio and Big Sandy Railroad Company	52.50	.....	52.50	...
	Cincinnati, New Orleans and Texas Pacific Railway Company: [1]				
1093	Greenwood Railway and Coal Company	6.25	.....	.....	...
1097	Decatur, Chesapeake and New Orleans Railway Company.	34.00	.....	34.00	...
1108	Empire and Dublin Railroad Company	30.00	.....	30.00	...
1114	Florence Northern Railroad Company	27.00	.....	.....	...
1138	Jacksonville, Saint Augustine and Halifax River Railway Company.	37.03	.....	37.03	...
1139	Saint Augustine and Halifax River Railway Company.	40.00	.....	40.00	...
1140	Saint Johns and Halifax River Railway Company.	52.00	.....	52.00	...

[1] Inserted to show relation of road following.
[2] Inserted to show relation of three roads following.

AR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
a., Newt. & N. Y. R. R.	594
the Glen Haven Railroad, Feb. 8, 1893	633
nd merged in the Cent. N. Y. & Wn. R. R., Dec. 21, 1892	635
d	653
ito the Central Pennsylvania & Western Railroad, Feb. 1, 1893	684
s the Lowell and Hastings Railroad	705
and merged in Clev., Cin., Chic. & St. L. Ry., July 1, 1892	742
ed; track taken up in Oct., 1891	772
as the Marietta, Hocking and Northern Railway	783
ed	890
y and merged in Tol., Ann Arb. & N. Mich. Ry	905
y and merged in Tol. & Ohio Cent. Ry., Nov. 1, 1892	906
med; track taken up	908
existence	940
y and merged in Ches. & Ohio Ry	954
as the Grafton and Belington Railroad, Aug. 1, 1892	960
nd owned by Ches. & Ohio Ry	965
owned by Kanawha & Mich. Ry	967
nd owned by Sav., Amer. & Montg. Ry	1051
by and merged in the Jacksonville, Saint Augustine and Indian River Railway,	1056
d as the Augusta Southern Railroad	1058
d into the Tennessee Coal, Iron and Railroad Company, Jan. 1, 1893	1067
existence	1079
by and merged in Ches. & Ohio Ry	1084
	1085
	1087
oned; track partially taken up	1093
as the Middle Tennessee and Alabama Railroad	1097
as the Oconee and Western Railroad, Dec. 22, 1892	1108
ence	1114
into the Jacksonville, Saint Augustine and Indian River Railway in 1893	1138
	1139
	1140

TABLE I.—SUPPLEMENT B.—CORPORATE C

No.	1 Name of road.	2 LINE OWNED. Length.	3 LINE OWNED. Increase as shown by comparison with June 30, 1892.	4 LINE OPER Length.
		Miles.	*Miles.*	*Miles.*
	GROUP V—Continued.			
1172	Louisville, New Orleans and Texas Railway Company.	796.73	.....	796.73
	Louisville, Saint Louis and Texas Railway Company: [1]			
1175	Louisville, Hardinsburg and Western Railroad Company.	46.10	.....	46.10
1205	Pensacola and Mobile Railroad and Manufacturing Company.	5.50	.....	.....
1208	Reppardia and Buffalo Railroad Company	13.00	.....	13.00
	South Florida Railroad Company: [1]			
1229	Saint Cloud Sugar Belt Railway Company	14.40	.....	.....
	Southwestern Railroad (of Florida): [1]			
1231	Green Cove and Midland Railway Company	10.40	.....	.....
1232	Southern Iron Company's Railroad	13.50	.....	13.50
1239	Tennessee, Dayton and Pikesville Railroad Company.	7.25	.....	7.25
1241	Tennessee Midland Railroad Company	135.60	.....	135.40
	GROUP VI.			
	Burlington, Cedar Rapids and Northern Railway Company: [1]			
1258	Davenport, Iowa and Dakota Railway Company.	31.51	.....	.....
1261	Cady Mills Railroad Company	8.50	.....	.....
1294	Chicago, Kansas City and Texas Railway Company.	20.20	.....	20.20
	Chicago, Saint Paul, Minneapolis and Omaha Railway Company: [2]			
1304	Eau Claire Railway Company	2.74	.....	.....
1307	Menomonie Railway Company	5.02	.....	5.02
	Duluth, South Shore and Atlantic Railway Company: [2]			
1321	Marquette, Houghton and Ontonagon Railroad Company.	.....	.....	.....
1322	Marquette and Western Railroad Company	.....	.....	.....
1327	Fairchild and Eau Claire River Railroad Company.	22.00	.....	22.00
	Fulton County Narrow Gauge Railway Company: [1]			
1331	Fulton County Extension Railway Company	.....	.....	.....
1343	Hadfield Coal Company's Railroad	2.50	.....	2.50
1347	Hopkins Railway Company	3.00	.....	.....
1358	Indiana and Illinois Southern Railroad Company.	90.00	.....	90.00
1420	Saint Louis, Alton and Springfield Railroad Company.	85.80	.....	99.00
1421	Alton Terminal Railroad Company	3.00	.....	3.00
1439	Sault Sainte Marie and Southwestern Railway Company.	37.00	.....	37.00
	Winona and Southwestern Railway Company: [1]			
1460	Winona, Osage and Southwestern Railway Company.	1.35	.....	1.35
1464	Woodville and Southern Railway Company	12.00	.....	12.00
	GROUP VII.			
	Union Pacific Railway Company: [1]			
1482	Denver and Boulder Valley Railroad Company.	26.97	.....	26.97
	GROUP VIII.			
	Arkansas Midland Railroad Company: [1]			
1492	Brinkley, Helena and Indian Bay Railroad Company.	24.10	.....	.....
1493	Aspen and Western Railroad Company	13.00	.....	.....

[1] Inserted to show relation of road following.
[2] Inserted to show relation of two roads following.

E YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No.
dated with Yazoo & Miss. Vy. R. R., Oct. 31, 1892	1172
ed by and merged in Louisv., St. L. & Tex. Ry. in Aug., 1892	1175
Pensacola and Mobile R. R.	1205
xistence	1208
dated into S. Fla. R. R. in Mar., 1893	1229
and owned by S. Wn. R. R. (of Fla.)	1231
ed by and merged in Nashv., Chatt. & St. L. Ry	1233
corporate name is Dayton Coal and Iron Company's Railroad	1239
dated into Padu. Tenn. & Ala. R. R., Nov. 1, 1892	1241
ed by and merged in Burl., Cedar Rap. & Nn. Ry	1258
bandoned	1261
ed by and merged in Kansas City and Atlantic Railroad, June 14, 1893	1294
l in Chic., St. P., Minneap. & Om. Ry., July 1, 1892	1304
	1307
l in Duluth, S. Shore & Atl. Ry	1321
	1322
a Chic., Fairch. & Eau Claire Riv. R. R	1327
and owned by Fulton Co. N. G. Ry	1331
s Milw. & Superior Ry	1343
bandoned	1347
nized as the St. Louis, Indianapolis & Eastern Railroad	1358
nized as the Saint Louis, Chicago and Saint Paul Railroad, Sept. 5, 1892	1420
in St. L., Alt. & Springf. R. R.	1421
d in Chic., St. P., Minneap. & Om. Ry., July 1, 1892	1439
and owned by Win. & S. Wn. Ry	1460
nized as the Minnesota and Wisconsin Railway, in June, 1892	1464
hanged to Brighton and Boulder Branch Railroad	1482
of and owned by Ark. Midl. R. R.	1492
nized as the Crystal River Railway, Aug. 11, 1892	1493

TABLE I.—SUPPLEMENT B.—CORPORATE CH

No.	1	2	3	4	
	Name of road.	LINE OWNED.		LINE OPERA	
		Length.	Increase as shown by comparison with June 30, 1892.	Length.	In as by pr Ju 1
		Miles.	*Miles.*	*Miles.*	
	GROUP VIII—Continued.				
1535	Kansas City Bridge and Terminal Railway Company.	6.00	.....	.....	...
1540	Kansas City, Nevada and Fort Smith Railroad Company.	57.45	.....	57.45	...
1583	Paragould and Buffalo Island Railway Company.	9.50	.....	9.50	...
1585	Pine Bluff, Monroe and New Orleans Railroad Company.	19.50	.....	19.50	...
1602	Topeka, Westmoreland and Marysville Railroad Company.	5.00	.....	.....	...
1618	Wyandotte Logging Railroad	8.00	.....	8.00	...
	GROUP IX.				
1626	East Line and Red River Railroad Company	153.11	.....	153.11	...
1631	Groveton, Kickapoo and Gulf Railroad Company.	8.00	.....	8.00	...
1633	Houston and Texas Central Railway Company	507.00	.....	547.05	...
1679	Texas Central Railway Company	230.00	.....	230.00	...
1685	Topeka, Okmulgee and Gulf Railway Company.	16.00	.....	16.00	...
	GROUP X.				
1696	Astoria and South Coast Railroad Company	16.00	.....	16.00	...
1701	Black Lake and Sherman Valley Railroad Company.	3.50	.....	3.50	...
1707	Carson and Colorado Railroad Company	307.25	.....	307.25	...
1732	Los Angeles Terminal Railway Company: [1] Pasadena Railway Company	6.00	.....	.....	...
1734	Lowell Logging Railroad Company	5.00	.....	5.00	...
1759	Oregon and Washington Territory Railroad Company.	162.08	.....	162.08	...
1767	Portland, Chicago and Mount Scott Railroad Company.	4.27	.....	4.27	...
1782	Santa Ana Railroad Company	11.75	.....	11.75	...
1796	Southern Pacific Company: [1] Portland and Willamette Valley Railway Company.	28.50	.....	.....	...

[1] Inserted to show relation of road following.

YEAR ENDING JUNE 30, 1893—Continued.

6	
Remarks.	No
d by and merged in the Kansas City and Atlantic Railroad, June 14, 1893	1535
nged to Kansas City, Pittsburg and Gulf Railroad, Jan. 26, 1893	1540
sed as the Paragould Southeastern Railway, in Aug., 1893	1583
sed as the Pine Bluff and Eastern Railroad, July 16, 1892	1585
ndoned; track taken up	1602
istence	1618
nged to Sherman, Shreveport and Southern Railway, Feb. 28, 1893	1626
nged to Kickapoo and Gulf Railroad	1631
zed as the Houston and Texas Central Railroad, Apr. 11, 1893	1633
sed as the Texas Central Railroad, Jan. 12, 1893	1679
ndoned	1685
d by and merged in Astoria and Portland Railway, in Feb., 1892	1696
istence	1701
sed as the Carson and Colorado Railway, Sept. 27, 1892	1707
a Los Ang. Term. Ry	1732
ndoned	1734
sed as the Washington and Columbia River Railway, Nov. 4, 1892	1759
lway	1767
ame is Santa Ana and Newport Railway	1782
ed as the Portland and Yamhill Railroad, Aug. 31, 1892	1796

TABLE II.

AMOUNT OF RAILWAY CAPITAL

AT THE

CLOSE OF THE YEAR ENDING JUNE 30, 1893.

EXPLANATORY NOTE.

The statistics in this table have been compiled on the basis of th territorial grouping adopted in 1890. Totalized figures for certai roads lying in more than one group will be found in the "Supplement, pages 294 and 295. Railway capital in Table II, for such roads, ha been assigned to groups on the basis of "Line owned," except a otherwise indicated by footnotes.

The roads appearing in this table are, with a few exceptions, whic are explained by footnotes, those filing annual reports in season to b used in all tabulations. The arrangement of roads in column 1 i explained in the "Explanatory Note" preceding Table I, page 94.

In connection with this table it will be of interest to examine a dis cussion of the "Capitalization and Valuation of Railway Property, appearing on pages 35 to 45, inclusive. Pages 36 and 37 contain "Summary of Railway Capital, by Groups," and page 38 a "Compara tive Summary of Ownership of Railway Stocks and Bonds." Page 3 also shows a "Summary of Stocks and Bonds Owned by Railways," and a "Condensed Statement of Stocks and Funded Debt Classified b Rate of Dividend or Interest," appears on page 39; a "Classificatio of Stocks by Rate of Dividend, by Groups," on page 40, and a simila classification of "Funded Debt," on page 41. A classification of th three forms of funded debt, designated as "Bonds," "Miscellaneou Obligations," and "Income Bonds," will be found on pages 42, 43, an 44, and on page 45 a summary of "Charges Against Income on Accoun of Railway Capital."

TABLE II.—AMOUNT OF RAILWAY CAPITAL A

No.	1 Abbreviated name of road.	2 STOCKS. Amount outstanding.	3 STOCKS. Amount per mile of line.	4 STOCKS. Proportion to total railway capital. 100 × Col. 2 / Col. 15	5 FUNDED DEBT. Amount outstanding. Cols. 8+9+10+11	6 FUNDED DEBT. Amount per mile of line.	P t r c
	Total—Railways in the United States.	*Dollars.* 4,668,935,418	*Dollars.* 28,184	*Per ct.* 44.44	*Dollars.* 5,225,689,821	*Dollars.* 31,545	
	Group I	247,236,550	33,478	57.27	155,320,649	21,032	
	Group II	1,006,790,487	54,673	44.27	1,099,367,175	59,709	
	Group III	632,993,041	29,854	44.28	715,829,137	33,761	
	Group IV	210,553,501	20,179	43.09	245,323,118	23,511	
	Group V	329,724,237	19,603	40.86	429,349,204	25,526	
	Group VI	796,773,661	20,591	41.50	1,032,005,565	26,671	
	Group VII	168,052,282	16,450	38.09	248,551,552	24,331	
	Group VIII	506,517,347	24,634	43.25	604,411,015	29,394	
	Group IX	234,487,269	23,455	42.65	284,329,455	28,441	
	Group X	535,807,043	44,900	53.96	411,202,950	34,456	
	GROUP I.						
	Total—Group I	247,236,550	33,478	57.27	155,320,649	21,032	
1	Bang. & Aroostook R. R						
2	Bang. & Piscatag. R. R	356,900	4,665	22.56	1,225,000	16,012	
7	Benningt. & Rutl. Ry	1,000,000	16,975	66.22	475,000	8,063	
8	Boston & Alb. R. R	25,000,000	81,806	79.22	5,858,000	19,169	
9	N. Brookf. R. R	100,000	25,000	100.00			
10	Pittsf. & N. Adams R. R	450,000	24,259	100.00			
11	Prov., Web. & Springf. R. R	160,000	14,247	66.48			
12	Ware Riv. R. R	750,000	15,198	67.26			
13	Boston & Me. R. R	21,888,225	59,878	48.00	17,835,225	48,790	
14	Boston & Lowell R. R	6,129,400	[1] 54,296	42.27	7,922,400	[1] 70,178	
15	Cent. Mass. R. R	7,419,202	75,116	78.77	2,000,000	20,249	
16	Conn. & Pass. Rivs. R. R	2,500,000	22,665	55.82	1,900,000	17,226	
17	Nash. & Lowell R. R	800,000	55,172	72.53	300,000	20,690	
18	Peterborough R. R	385,000	36,667	99.96			
22	Stony Brk. R. R	300,000	22,796	100.00			
23	Wilton R. R	240,000	15,484	98.88			
24	Conn. Riv. R. R. [2]	2,580,000	32,311	55.01	1,290,000	16,155	
25	Vt. Vy. R. R. of 1871	1,000,000	41,667	52.62	800,000	33,333	
26	Sullivan Co. R. R	500,000	19,231	60.97			
27	Danvers R. R	[3] 58,300	6,296	27.99	125,000	13,499	
28	En. R. R. in N. H.: [4]						
29	Ports. & Dover R. R	769,000	70,680	99.98			
30	Kennebunk & Kport. R. R	65,000	14,444	100.00			
31	Lowell & And. R. R	625,000	71,592	94.70	35,000	4,008	
33	Manch. & Law. R. R	1,000,000	44,663	78.08	274,000	12,238	
34	Newburyport R. R	[5] 200,900	7,446	31.06	[6] 445,800	16,534	
35	Portl., Saco & Ports. R. R	1,500,000	29,551	99.95			
36	W. Amesb. Brh. R. R	57,000	12,809	49.99	57,000	12,809	
37	Worc., Nash. & Roch. R. R	3,099,800	32,809	61.72	1,162,000	12,299	
38	St. J. & L. Cham. R. R	3,848,500	29,266	65.37	641,000	4,875	
39	York Harb. & B. R. R	300,000	26,619	100.00			
40	Boston, Rev. B. & Lynn R. R	850,000	62,963	51.97	639,000	47,333	
41	Bridgton & Saco Riv. R. R	90,000	5,625	44.65	106,500	6,656	
43	Canadian Pac. Ry. [7] [Line in Maine.]	2,273,000	12,863	39.28	3,514,000	19,887	
48	Southeastern Ry. [8]	2,012,500	14,365	50.16	2,000,000	14,275	
49	Newpt. & Richf. R. R	350,000	15,909	50.00	350,000	15,909	
50	Cent. Vt. R. R	1,000,000	[9] 1,598	26.21			
52	Consol. R. R. of Vt	1,050,000	5,872	13.04	7,000,000	39,150	

[1] On basis of 112.89 miles, which includes 14.80 miles of Manchester & Keene R. R.
[2] Operating report for six months ending December 31, 1892, and financial report for six month ing June 30, 1893.
[3] Excludes $9,200, "amount paid in on shares not issued."
[4] Report not filed; inserted to show relation of road following.
[5] Excludes $19,440.02, "amount paid in on shares not issued."
[6] Bonds owned by Boston & Me. R. R. Co. Liability of Newburyport R. R. at the termina its lease, $300,000.
[7] See page 294, No. 43, for totals covering entire road.
[8] Figures cover 140.10 miles not in the United States.
[9] No mileage owned; on basis of mileage operated.

OF THE YEAR ENDING JUNE 30, 1893.

	9	10	11	12	13	14	15	16	
	FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
	Designation.								No.
	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100×Col. 13 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
	410,474,647	248,132,730	62,699,282	611,610,171	3,692	5.82	10,506,235,410	63,421	
	20,224,624	7,252,500	.....	29,164,130	3,949	6.75	431,721,329	58,459	
	51,139,504	87,928,257	21,132,131	168,303,397	9,140	7.40	2,274,461,059	123,513	
	5,686,336	34,977,239	15,500,981	80,746,390	3,808	5.65	1,429,568,568	67,423	
	8,267,150	10,638,700	5,779,122	32,764,289	3,140	6.71	488,640,908	46,830	
	24,512,675	21,095,910	5,018,636	47,841,327	2,844	5.93	806,914,768	47,973	
	128,917,129	32,762,044	4,927,980	91,027,281	2,352	4.74	1,919,806,507	49,614	
	56,021,430	1,702,279	1,824,726	24,627,269	2,411	5.58	441,231,104	43,192	
	46,466,605	13,270,282	5,517,791	60,182,196	2,927	5.14	1,171,110,558	56,955	
	1,666,087	26,554,536	1,812,108	30,978,251	3,099	5.63	549,794,975	54,995	
	47,573,107	11,950,983	1,185,807	45,975,641	3,853	4.63	992,985,634	83,212	
	20,224,624	7,252,500	.....	29,164,130	3,949	6.75	431,721,329	58,459	
	.....	.....	.....	32,910	[1] 345	100.00	32,910	[1] 345	1
	.....	.....	.....	.....	.....	.....	1,581,900	20,678	2
	.....	.....	.....	35,104	596	2.32	1,510,104	25,634	7
	5,658,000	.....	.....	700,809	2,293	2.22	31,558,809	103,268	8
	.....	.....	.....	.....	.....	.....	100,000	25,000	9
	.....	.....	.....	.....	.....	.....	450,000	24,259	10
	.....	.....	.....	80,672	7,184	33.52	240,672	21,431	11
	.....	.....	.....	365,164	7,399	32.74	1,115,164	22,597	12
	7,922,000	.....	.....	5,873,702	16,068	12.88	45,597,152	124,736	13
	300,000	7,195,500	.....	379,339	[2] 3,360	2.63	14,431,139	[2] 127,834	14
	.....	.....	.....	.....	.....	.....	9,419,202	95,365	15
	.....	.....	.....	78,645	713	1.76	4,478,645	40,604	16
	300,000	.....	.....	3,019	208	.27	1,103,019	76,070	17
	.....	.....	.....	185	17	.04	385,185	36,684	18
	.....	.....	.....	.....	.....	.....	300,000	22,796	22
	.....	.....	.....	2,727	176	1.12	242,727	15,660	23
	1,290,000	.....	.....	819,800	10,267	17.48	4,689,800	58,733	24
	.....	.....	.....	100,316	4,180	5.28	1,900,316	79,180	25
	.....	.....	.....	320,065	12,310	39.03	820,065	31,541	26
	125,000	.....	.....	25,000	2,700	12.00	208,300	[3] 22,495	27
	.....	.....	.....	.....	.....	.....	.....	.....	28
	.....	.....	.....	204	19	.02	769,204	70,699	29
	.....	.....	.....	.....	.....	.....	65,000	14,444	30
	35,000	.....	.....	.....	.....	.....	660,000	75,601	31
	274,000	.....	.....	6,685	298	.52	1,280,685	57,199	33
	.....	.....	.....	.....	.....	.....	[4] 646,700	23,970	34
	.....	.....	.....	759	15	.05	1,500,759	29,566	35
	.....	57,000	.....	25	5	.02	114,025	25,623	36
	.....	.....	.....	761,650	8,061	15.17	5,023,450	53,169	37
	.....	.....	.....	1,397,583	10,628	28.74	5,887,083	44,769	38
	.....	.....	.....	6	1	([5])	800,006	26,620	39
	.....	.....	.....	146,592	10,859	8.96	1,635,592	121,155	40
	.....	.....	.....	5,089	318	2.52	201,589	12,599	41
	.....	.....	.....	.....	.....	.....	5,787,000	32,750	43
	.....	.....	.....	.....	.....	.....	4,012,500	28,640	48
	.....	.....	.....	.....	.....	.....	700,000	31,818	49
	.....	.....	.....	2,814,573	[6] 4,490	73.79	3,814,573	[6] 6,097	50
	.....	.....	.....	.....	.....	.....	8,050,000	45,022	52

basis of 95.40 miles "operated," exclusive of "trackage rights;" mileage owned under con-
n and not reported.
page 234, note 3.
s than .01 per cent.

[2] See page 234, note 1.
[4] See page 234, notes 5 and 6.
[6] See page 234, note 9.

GROUP I. TABLE II.—AMOUNT OF RAILWAY CAPITAL.

No.	1	2	3	4	5	6
	Abbreviated name of road.	STOCKS.			FUNDED DEBT	
		Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 / Col. 15	Amount outstanding. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*
	Cent. Vt. R. R.—Continued.					
54	Montp. & White Riv. R. R	68,900	5,104	100.00		
55	New London Nn. R. R.	1,500,000	12,397	49.96	1,500,000	12,397
59	Clarendon & Pittsf. R. R.	60,000	6,000	28.69		
60	Pittsf. & Rutl. R. R	30,000	16,854	100.00		
61	Conc. & Montreal R. R	5,983,800	29,361	51.09	3,932,700	19,297
62	Conc. & Ports. R. R	350,000	7,368	100.00		
69	Pemigewasset Vy. R. R.	521,100	25,333	100.00		
70	Suncook Vy. R. R	341,700	19,072	100.00		
78	Fitchburg R. R	24,000,000	64,433	51.24	20,499,500	55,016
81	Troy & Benningt. R. R	150,800	24,884	80.30	37,000	6,106
82	Vt. & Mass. R. R.	3,193,000	54,303	75.94	1,000,000	17,007
85	Gr. Trunk Ry.: [1]					
86	Atl. & St. Law. R. R	5,484,000	33,192	61.46	3,438,000	20,806
87	Norway Brh. R. R	8,750	6,434	100.00		
88	Lewiston & Aub. Ry	300,000	55,453	100.00		
90	Hoosac Tun. & Wilm. R. R	250,000	10,204	54.39		
91	Kennebec Cent. R. R.	40,000	8,000	52.06	17,000	3,400
92	Lime Rock R. R	450,900	42,373	52.46	330,000	31,074
93	Me. Cent. R. R	4,974,700	15,831	28.09	11,543,800	[2] 28,843
95	Belfast & Moosch. L. R. R	648,100	19,562	81.51	147,000	4,437
96	Dexter & Newpt. R. R	122,000	8,573	41.03	175,000	12,298
97	Dexter & Piscataq. R. R	122,000	7,376	41.08	175,000	10,580
98	En. Me. Ry	200,000	10,638	100.00		
99	European & N. Amer. Ry.	2,492,600	20,713	99.87	([3])	
100	Knox & Linc. Ry	200,000	4,133	12.12	1,450,000	29,965
101	Portl. & Ogdensb. Ry	4,885,563	40,198	67.42	2,119,000	19,422
102	Upper Coos R. R.	350,000	6,364	25.12	1,043,000	18,963
103	Martha's Vin. R. R. [4]	40,000	4,556	50.00	40,000	4,556
104	Monson R. R.	70,000	8,578	37.27	70,000	8,578
105	Montp. & Wells Riv. R. R. [5]	800,000	20,942	100.00		
107	Moshassuck Vy. R. R.	50,000	25,000	100.00		
110	Narragansett Pier R. R.	133,800	15,741	55.94	95,400	11,224
112	N. Y. & New Eng. R. R	23,817,600	66,057	55.59	17,187,523	47,669
113	Mer., Waterb. & Conn. Riv. R. R. [6]	484,000	15,952	51.82	450,000	14,832
114	Milf. & Woonsocket R. R.	148,600	9,693	71.24	60,000	3,914
115	Milf., Frank. & Prov. R. R	100,000	21,276	90.66	10,000	2,128
116	Norwich & Worc. R. R	2,772,200	41,902	77.44	400,000	6,046
117	Prov. & Springf. R. R	517,450	18,362	40.82	500,000	17,743
118	R. I. & Mass. R. R. in Mass.	100,000	15,337	100.00		
120	Rockville R. R. [7]	108,750	24,548	86.55		
121	Woonsocket & Pascoag R. R.	200,000	21,053	66.67	100,000	10,526
122	N. Y., New Hav. & Hartf. R. R.	32,938,000	116,657	80.08	4,300,000	15,229
123	Boston & N. Y. Air Line R. R.	3,863,641	75,022	88.54	500,000	9,709
125	Harlem Riv. & Port Chester R. R.	42,250	3,674	1.38	3,000,000	260,870
126	Housatonic R. R	2,898,900	32,167	49.14	3,000,000	33,289
127	Berkshire R. R.	600,000	29,226	99.94		
128	Danb. & Norwalk R. R.	600,000	16,575	46.15	650,000	17,956
129	New Hav. & Derby R. R	447,000	26,782	22.65	1,526,901	91,498
130	Stockbridge & Pittsf. R. R.	448,700	20,377	22.97		
131	Naugatuck R. R	2,000,000	32,792	93.03	150,000	2,460
132	New Hav. & Northamp. Co	2,460,000	19,476	38.68	3,900,000	30,878
133	Holyoke & Westf. R. R	260,000	25,194	50.00	260,000	25,194
135	Prov. & Worc. R. R	3,500,000	69,431	70.00	1,500,000	29,756
136	Shore Line Ry.	1,000,000	20,606	83.07	200,000	4,121
137	W. Stockbridge R. R	39,600	15,000	100.00		

[1] Report not filed; inserted to show relation of three roads following.
[2] On basis of 400.23 miles, which includes 55 miles of European & N. Amer. Ry. and 31 of Scoggin R. R.
[3] Included in report of Me. Cent. R. R.
[4] "Operated only from about the middle of June to the 1st of October of each year."
[5] Report for year ending March 31, 1893.
[6] Operating report for two months ending August 31, 1892, and financial report for ten ending June 30, 1893.
[7] Report for year ending September 30, 1893.

OF THE YEAR ENDING JUNE 30, 1893—Continued.

	9	10	11	12	13	14	15	16	
	FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
	Designation.			Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 13 / Col. 15	Total railway capital. Cols. 9+10+12	Amount per mile of line. Cols. 9+10+13	No.
	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
							68,900	5,104	54
				22,294	18	.08	3,002,294	24,812	55
				149,123	14,912	71.31	209,123	20,912	59
							30,000	16,854	60
				1,796,326	8,814	15.34	11,712,826	57,472	61
							350,000	7,368	62
							521,100	25,333	69
							341,700	19,672	70
				2,338,240	6,278	4.99	46,837,740	125,746	78
							187,800	30,990	81
	1,000,000			12,034	204	.28	4,205,034	71,514	82
									85
							8,922,000	54,001	86
							8,750	6,434	87
							300,000	55,453	88
				209,616	8,556	45.61	459,616	18,760	90
				19,835	3,967	25.82	76,835	15,367	91
				77,837	7,329	9.07	857,837	80,776	92
	1,108,000			1,191,832	3,793	6.72	17,710,332	[1] 48,467	93
							795,100	23,999	95
				393	28	.13	297,393	20,899	96
							297,000	17,956	97
				57	3		200,057	10,641	98
				3,343	28	.13	[2] 2,495,943	20,741	99
							1,650,000	34,098	100
							6,504,563	59,620	101
							1,393,000	25,327	102
							80,000	9,112	103
				47,816	5,860	25.46	187,816	23,016	104
							800,000	20,942	105
							50,000	25,000	107
				10,014	1,178	4.19	239,214	28,143	110
	801,523			1,853,311	5,140	4.32	42,858,434	118,866	112
							934,000	30,784	113
							208,600	13,607	114
				300	64	.27	110,300	23,468	115
				407,884	6,165	11.39	3,580,084	54,113	116
				250,000	8,872	19.72	1,267,450	44,977	117
							100,000	15,337	118
				16,900	3,816	13.45	125,850	28,364	120
							300,000	31,579	121
				3,894,955	13,795	9.47	41,132,955	145,681	122
							4,363,641	84,731	123
				24,530	2,133	.80	3,066,780	266,677	125
							5,898,900	65,456	126
				401	19	.06	600,401	29,245	127
				50,000	1,381	3.85	1,300,000	35,912	128
	246,901						1,973,901	118,268	129
				1,033	47	.23	449,733	20,424	130
							2,150,000	35,252	131
	700,000						6,360,000	50,352	132
							520,000	50,388	133
							5,000,000	99,187	135
				3,800	78	.32	1,203,800	24,805	136
							39,600	15,000	137

[1] See page 236, note 2.

[2] See page 236, note 3.

GROUP I. TABLE II.—AMOUNT OF RAILWAY CAPITAL.

No.	1	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
	Abbreviated name of road.	Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 / Col. 15	Amount outstanding. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*
	N. Y., New Hav. & Hartf. R. R.—Continued.					
138	Old Colony R. R	13,878,500	28,006	48.85	12,576,200	25,378
139	Boston & Prov. R. R	4,000,000	62,804	63.22	2,165,000	33,993
140	Attleb. Brh. R. R	131,700	32,925	100.00		
141	Chatham R. R	68,200	9,647	69.95	29,300	4,144
142	Fall Riv. R. R	200,000	16,327	46.47	200,000	16,327
145	Prov., War. & Bristol R. R	437,300	30,474	91.87		
146	Phillips & Rangeley R. R	99,400	3,475	29.75	200,000	6,993
147	Portl. & Roch. R. R	592,070	10,769	79.69	9,000	164
148	Portl. & Rumf. Falls Ry	250,000	6,024	27.72	376,000	9,060
150	Rockport R. R	30,000	10,000	100.00		
151	St. Croix & Penobscot R. R. [1]	100,000	4,762	42.86	131,900	6,281
152	Sandy Riv. R. R	100,000	5,556	50.03	90,000	5,000
155	Shepaug, Litchf. & Nn. R. R	600,000	18,587	99.02		
156	Somerset Ry	736,649	17,514	71.28	225,000	5,350
157	S. Manch. R. R	40,000	17,778	74.88		
158	Un. Freight R. R	300,000	123,457	74.61		
159	Wood River Brh. R. R	60,000	10,526	47.82	56,500	9,912
160	Woodstock Ry	250,000	18,012	100.00		

[1] Figures cover whole line, 21 miles; 4.75 miles not in United States.

OF THE YEAR ENDING JUNE 30, 1893—Continued.

	9	10	11	12	13	14	15	16	
	FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
	Designation.			Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 12 / Col. 15.	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	No.
	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
000	10, 264, 200	.....	.....	1, 954, 293	3, 944	6. 88	28, 406, 993	57, 328	138
000	.....	.....	.....	162, 088	2, 545	2. 56	6, 327, 088	99, 342	139
..	.....	.....	.....	.....	.....	.....	131, 700	32, 925	140
00	.....	.....	.....	.....	.....	.....	97, 500	13, 791	141
00	.....	.....	.....	30, 428	2, 483	7. 06	430, 428	35, 137	142
..	.....	.....	.....	38, 716	2, 698	8. 13	476, 016	33, 172	145
00	.....	.....	.....	34, 773	1, 216	10. 40	334, 173	11, 684	146
00	.....	.....	.....	141, 904	2, 581	19. 10	742, 974	13, 514	147
00	.....	.....	.....	275, 833	6, 647	30. 59	901, 833	21, 731	148
..	.....	.....	.....	.....	.....	.....	30, 000	10, 000	150
00	.....	.....	.....	1, 425	68	. 61	233, 325	11, 111	151
00	.....	.....	.....	9, 870	548	4. 94	199, 870	11, 104	152
..	.....	.....	.....	5, 966	185	. 98	605, 966	18, 772	155
00	.....	.....	.....	71, 810	1, 707	6. 95	1, 033, 459	24, 571	156
..	.....	.....	.....	13, 416	5, 962	25. 12	53, 416	23, 740	157
..	.....	.....	.....	102, 123	42, 026	25. 39	402, 123	165, 483	158
0	.....	.....	.....	8, 988	1, 577	7. 16	125, 488	22, 015	159
..	.....	.....	.....	.....	.....	.....	250, 000	18, 012	160

GROUP II. TABLE II.—AMOUNT OF RAILWAY CAPITAL A

No.	1 Abbreviated name of road.	2 STOCKS. Amount outstanding.	3 STOCKS. Amount per mile of line.	4 STOCKS. Proportion to total railway capital. 100×Col.2 / Col. 15	5 FUNDED DEBT. Amount outstanding. Cols. 8+9+10+11	6 FUNDED DEBT. Amount per mile of line.
	Total—Group II.	*Dollars.* 1,006,790,487	*Dollars.* 54,673	*Per ct.* 44.27	*Dollars.* 1,099,367,175	*Dollars.* 59,700
163	Addison & Pa. Ry.[1]	762,257	18,591	55.69	335,000	8,171
165	Allegh. & Kinzua R. R.	500,000	11,628	60.57	285,000	6,628
168	Annap., Wash. & Balt. R. R.	358,000	17,464	96.75		
170	Bachman Vy. R. R.	68,150	16,304	65.76		
171	Balt. & Del. Bay R. R.	366,500	13,222	43.76	375,000	13,528
173	Balt. & En. Shore R. R.	475,000	5,460	21.06	1,500,061	17,242
174	Bay Ridge & Annap. R. R	50,000	11,111	34.98	50,000	11,111
176	Balt. & Ohio R. R.[2] [Line east of Ohio Riv.]	30,007,886	55,570	30.38	[3] 57,459,252	[4] 68,587
178	Balt. & Phila. R. R.	4,996,850	84,264	69.06	([5])	
179	Confluence & Oakl. R. R.	200,000	10,152	44.62	200,000	10,152
181	Lanc., Cecil & Sn. R. R	120,000	25,263	100.00		
183	Ohio & Balt. S. Line Ry. (En. Div.)	290,000	31,183	15.66	500,000	53,763
184	Parkersburg Brh. R. R.	6,631,480	64,196	81.51	([5])	
185	Pittsb. & Connellsv. R. R	1,956,091	13,146	11.22	[3] 10,718,224	72,031
186	Berlin R. R	50,000	6,250	40.36		
188	Mt. Pleas. & Broad F. R. R.	150,500	15,515	100.00		
189	Somerset & Cambria R. R	1,000,000	22,173	61.13	636,000	14,102
190	Schuyl. Riv. E. Side R. R.	4,500,000	409,091	50.00	4,500,000	409,091
192	State Line R. R. (of Pa)	260,000	23,214	41.05		
194	Wash. Co. R. R	982,680	40,607	94.64		
195	Wheel., Pittsb., & Balt. R. R	5,500,000	88,997	50.00	5,500,000	88,997
197	Berkeley Spgs. & Pot. R. R	30,650	5,151	27.69		
198	Salisbury R. R.	117,988	10,084	43.76	150,000	12,821
199	Bang. & Portl. Ry	121,100	3,725	27.45	320,000	9,843
201	Barclay R. R	[6] 650,000	46,362	88.80	76,000	5,421
203	Bath & Hammondsprt. R. R.	100,000	10,000	24.39	300,000	30,000
211	Brownstone & Middlet. R. R	25,000	10,000	87.38		
212	Buff. Ck. Tr. R. R.	50,000	45,454	99.60		
213	Buff., Roch. & Pittsb. Ry	12,000,000	45,432	50.96	10,725,500	40,607
218	Carth. & Adirondack Ry.[7]	500,000	11,628	30.65	1,100,000	25,581
219	Catasauqua & Fogelsv. R. R	426,900	15,637	68.64	135,000	4,945
220	Cats. Mtn. Ry	89,000	5,651	21.99	303,200	19,256
221	Cairo R. R.	19,900	5,279	44.32	25,000	6,631
222	Cent. N. Y. & Wn. R. R.[1]	1,000,000	10,991	68.88	350,000	3,847
224	Cent. R. R. of N. J.	22,488,000	238,549	30.62	46,075,100	[8] 35,723
236	Lehigh & Lack. R. R	370,500	14,702	38.18	600,000	23,810
237	Wind Gap & Del. R. R.	100,000	10,299	43.62		
238	Lehigh & Susq. R. R.	([9])			([9])	
239	Treskow R. R	130,000	17,196	47.87		
241	Longwood Vy. R. R. : [10]					
242	Dover & Rkaway. R. R.	100,000	19,531	74.07	35,000	6,836
246	Nesquehoning Vy. R. R.	1,418,600	85,150	99.87		
248	N. Y. & Long Brh. R. R.	2,000,000	52,576	54.91	1,642,000	43,165
256	Wilkesb. & Scran. Ry	500,000	103,093	46.30	500,000	103,093
50	Cent. Vt. R. R. : [11]					
257	Malone & St. Law. Ry	240,000	20,000	48.78	240,000	20,000
258	Ogdensb. & L. Cham. R. R	3,077,500	26,080	38.87	4,839,750	41,015
259	Sar. & St. Law. R. R.	80,000	9,412	44.44	100,000	11,764

[1] Report for seven months ending June 30, 1893.
[2] See page 294, No. 176, for totals covering entire road.
[3] Includes bonds, $3,000,000 of Parkersburg Brh. R. R., $10,000,000 of Pittsb. & Connellsv $4,840,000 of Balt. & Phila. R. R.
[4] On basis of 1,110.24 miles, which includes 570.24 miles of Balt. & Ohio & Chic., Balt. & Phi Parkersburg Brh., Pittsb. & Connellsv., and Wash. Cy. & Pt. Lookout R. Rs.
[5] See note 3.
[6] Excludes $350,000 apportioned "to other properties."
[7] Report for two months ending June 30, 1893.
[8] On basis of 339.48 miles, which includes 245.21 miles of N. J. Sn., Long Brh. & Sea Sho Lehigh & Susq. R. Rs.
[9] No stock or bonds issued; cost of construction to June 30, 1893, was $15,116,114.
[10] Report not filed; inserted to show relation of road following.
[11] Inserted to show relation of three roads following.

OF THE YEAR ENDING JUNE 30, 1893.

	9	10	11	12	13	14	15	16	
	FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
	Designation.								
	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100×Col. 12 / Col. 15	Total railway capital. Cols. 9+5+12	Amount per mile of line. Cols. 3+6+13	No.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
	51, 139, 504	87, 928, 257	21, 132, 131	168, 303, 397	9, 140	7. 40	2, 274, 461, 059	123, 513	
				271, 507	6, 622	19. 84	1, 368, 764	33, 384	163
				40, 454	941	4. 90	825, 454	19, 197	165
				12, 041	587	3. 25	370, 041	18, 051	168
				35, 484	8, 489	34. 24	103, 634	24, 793	170
				95, 958	3, 461	11. 46	837, 453	30, 211	171
			31, 061	280, 287	3, 222	12. 43	2, 255, 348	25, 924	173
				42, 925	9, 539	30. 04	142, 925	31, 761	174
			1, 000, 000	11, 322, 782	20, 968	11. 46	[1] 98, 789, 920	[2] 145, 075	176
				2, 239, 199	37, 760	30. 94	7, 236, 049	122, 024	178
				48, 279	2, 451	10. 76	448, 279	22, 755	179
							120, 000	25, 263	181
				1, 062, 163	114, 211	57. 35	1, 852, 163	199, 157	183
				1, 504, 416	14, 564	18. 49	8, 135, 896	78, 760	184
				4, 764, 137	32, 017	27. 32	17, 438, 452	117, 194	185
				73, 891	9, 236	59. 64	123, 891	15, 486	186
							150, 500	15, 515	188
	61, 000						1, 636, 000	36, 275	189
							9, 000, 000	818, 182	190
				373, 486	33, 347	58. 95	633, 486	56, 561	192
				55, 590	2, 397	5. 36	1, 038, 270	42, 904	194
							11, 000, 000	177, 994	195
				80, 025	13, 450	72. 31	110, 675	18, 601	197
				1, 680	144	. 62	269, 668	23, 049	198
							441, 100	13, 568	199
				6, 000	428	. 82	[3] 732, 000	52, 211	201
				10, 054	1, 005	2. 45	410, 054	41, 005	203
				3, 609	1, 444	12. 62	28, 609	11, 444	211
				200	182	. 40	50, 200	45, 636	212
	318, 500	5, 000	844, 000	820, 975	3, 108	3. 49	23, 546, 475	89, 147	213
				31, 517	733	1. 93	1, 631, 517	37, 942	218
				60, 059	2, 200	9. 65	621, 959	22, 782	219
		253, 200		12, 518	795	3. 09	404, 718	25, 696	220
							44, 900	11, 910	221
				101, 773	1, 119	7. 01	1, 451, 773	15, 957	222
	2, 517, 100			4, 866, 625	51, 624	6. 63	73, 429, 725	[4] 425, 896	224
							970, 500	38, 512	236
				129, 242	13, 310	56. 38	229, 242	23, 609	237
							[5]		238
				141, 571	18, 726	52. 13	271, 571	35, 922	239
									241
							135, 000	26, 367	242
				1, 830	110	. 13	1, 420, 430	85, 260	246
							3, 642, 000	95, 741	248
				80, 038	16, 502	7. 40	1, 080, 038	222, 688	256
									50
				12, 000	1, 000	2. 44	492, 000	41, 000	257
							7, 917, 250	67, 095	258
							180, 000	21, 176	259

[1] See page 240, note 3. [2] See page 240, note 4. [3] See page 240, note 6.
[4] See page 240, note 8. [5] See page 240, note 9.

GROUP II. TABLE II.—AMOUNT OF RAILWAY CAPITAL A

No.	1	2	3	4	5	6
	Abbreviated name of road.	STOCKS.			FUNDED DEBT.	
		Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 / Col. 15	Amount outstanding. Cols. 9+9+10+11	Amount, per mile of line
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*
260	Chambersb. & Gettysb. R. R	200,000	20,000	95.84		
261	Chateaugay R. R	75,000	4,164	51.72		
262	Chateaugay Ry	168,000	4,320	45.65	200,000	5,143
264	Clarion Riv. Ry	120,000	10,000	86.71		
265	Clove Brh. R. R	150,000	35,294	96.94		
266	Con. Term. R. R	20,000	20,000	3.33	500,000	500,000
269	Cornwall R. R	400,000	31,571	100.00		
270	Cornwall & Leb. R. R	800,000	32,141	48.90	800,000	32,141
272	Couderspt. & Port Alleg. R. R	200,000	11,764	72.73	75,000	4,412
273	Couderspt. & Pine Ck. R. R	51,500	10,300	100.00		
278	Del. & Hud. Canal Co	[1] 4,810,660	45,069	62.90	[1] 1,577,999	14,784
279	Alb. & Susq. R. R	3,500,000	24,550	24.14	11,000,000	77,144
283	Nn. Coal & Iron Co	([2])			1,000,000	45,496
284	Renss. & Sar. R. R	10,000,000	73,518	83.34	2,000,000	14,704
285	Alb. & Vt. R. R	600,000	49,261	100.00		
286	Glens Falls R. R	96,600	6,389	21.16	10,000	661
287	Sar. & Schen. R. R	450,000	20,785	100.00		
288	Ticonderoga R. R	30,000	12,000	50.00	30,000	12,000
289	Adirondack Ry	2,600,000	45,654	71.85	1,012,214	17,774
290	Del., Lack. & Wn. R. R	[3] 16,200,000	83,243	59.79	3,067,000	15,760
291	Cayuga & Susq. R. R	589,110	17,120	100.00		
292	Greene R. R	200,000	24,691	49.99	200,000	24,691
293	Hopatcong R. R	10,000	11,236	45.34		
294	Mor. & Essex R. R	15,000,000	125,156	37.76	24,444,000	203,995
295	Chester R. R	100,534	10,033	44.63	100,000	9,980
296	Mor. & Essex Ex. R. R	221,000	115,707	60.99		
297	Newk. & Bloomf. R. R	103,850	24,493	39.29		
298	N. Y., Lack. & Wn. Ry	10,000,000	46,685	31.05	21,350,000	99,673
299	Oswego & Syr. R. R	1,320,400	37,747	52.98	1,106,000	31,618
300	Passaic & Del. R. R	111,050	7,938	81.05		
301	Passaic & Del. Ex. R. R	100,000	13,514	46.23		
302	Utica, Chen. & Susq. Vy. Ry	4,000,000	41,063	94.73		
303	Valley R. R. (of N. Y.)	750,000	64,433	64.62	400,000	34,364
304	Warren R. R	1,800,000	95,745	56.44	1,350,000	71,808
305	Sussex R. R	1,638,600	55,508	87.27	236,500	8,011
306	Syr. & Baldwinsv. Ry. [4]	94,260	15,710	44.29	115,000	19,167
307	Syr., Bing. & N. Y. R. R	2,500,000	30,864	55.10	1,966,000	24,272
308	Del. Riv. R. R	141,500	7,080	48.92	65,000	3,255
310	Del., Susq. & Schuyl. R. R	1,000,000	21,640	49.92		
318	Elm., Cort. & Nn. R. R	2,000,000	16,849	48.96	2,000,000	16,849
319	Canastota Nn. R. R	200,000	9,648	39.29	300,000	14,472
321	Emp. & Rich. Vy. R. R	100,000	7,692	88.94		
322	Erie & Wyo. Vy. R. R	1,500,000	24,590	29.74	3,000,000	49,180
323	Jones L. R. R	20,000	16,000	100.00		
324	Fall Brk. Ry	5,000,000	53,112	82.96	710,000	7,542
325	Pine Ck. Ry	1,000,000	13,369	20.54	3,547,000	47,430
326	Syr., Geneva & Corng. Ry	1,325,000	20,645	49.56	1,348,300	21,008
327	Falls Ck. R. R	30,000	10,000	99.85		
330	Fonda, Johnst. & Glov. R. R	300,000	11,464	34.54	500,000	19,106
332	Genesee & Wyo. Vy. Ry	151,000	27,455	54.57	125,000	22,727
85	Gr. Trunk Ry.; [5]					
335	U. S. & Can. R. R	230,000	10,370	33.79	433,470	19,543
338	Green Ridge R. R. of Md. [6]	5,000	313	100.00		
339	Greenlick Ry	45,000	11,842	99.95		
340	Greenwich & Johnsonv. Ry	118,000	8,055	100.00		
344	Hunter's Run & Slate Belt R. R	11,500	2,091	16.12		
346	Ironton R. R	200,000	22,222	96.30		

[1] $6,388,659 reported in general balance sheet of Del. & Hud. Canal Co. as amount of railway (excluding "current liabilities") assignable "to railroads." Capital stock and funded debt, tively, assignable "to railroads," apportioned by this Office on basis of the relative ratio o amount outstanding" of each. The latter cover coal lands and canal, in addition to railroads.

[2] Capital stock $1,500,000, expended for purchase of coal property, opening mines, etc., bef roads were acquired.

[3] Excludes $10,000,000, apportioned "to other properties."

[4] Road not in operation.

[5] Report not filed; inserted to show relation of road following.

[6] Private road.

OF THE YEAR ENDING JUNE 30, 1893—Continued.

	9	10	11	12	13	14	15	16	
	FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
	Designation.			Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 13 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+12	No.
ds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
ars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	8,682	868	4.16	208,682	20,868	260
.....	.....	.....	.....	70,003	3,887	48.28	145,003	8,051	261
90,000	.....	.....	.....	.....	.....	.....	868,000	9,463	262
.....	.....	.....	.....	18,396	1,533	13.29	138,396	11,533	264
.....	.....	.....	.....	4,749	1,118	3.06	154,749	36,412	265
60,000	.....	.....	.....	80,747	80,747	13.44	600,747	600,747	266
.....	.....	.....	.....	.....	.....	.....	400,000	31,571	269
00,000	.....	.....	.....	35,822	1,440	2.20	1,635,822	65,722	270
75,000	.....	.....	.....	.....	.....	.....	275,000	16,176	272
.....	.....	.....	.....	.....	.....	.....	51,500	10,300	273
77,999	.....	.....	.....	1,259,896	11,803	16.47	[1] 7,648,555	71,656	278
00,000	.....	.....	.....	.....	.....	.....	14,500,000	101,694	279
00,000	.....	.....	.....	1,103,479	50,204	52.46	[2] 2,103,479	95,700	283
00,000	.....	.....	.....	.....	.....	.....	12,000,000	88,222	284
.....	.....	.....	.....	.....	.....	.....	600,000	49,261	285
10,000	.....	.....	.....	349,831	23,137	76.65	456,431	30,187	286
.....	.....	.....	.....	.....	.....	.....	450,000	20,785	287
30,000	.....	.....	.....	.....	.....	.....	60,000	24,000	288
12,214	.....	.....	.....	6,567	115	.18	3,618,781	63,543	289
87,000	.....	.....	.....	7,829,186	40,230	28.89	[3] 27,096,186	139,233	290
.....	.....	.....	.....	.....	.....	.....	589,110	17,120	291
00,000	.....	.....	.....	86	11	.02	400,086	49,393	292
.....	.....	.....	.....	12,053	13,543	54.66	22,053	24,779	293
49,000	2,795,000	.....	.....	283,673	2,367	.71	39,727,673	331,478	294
60,000	.....	.....	.....	24,739	2,469	10.98	225,273	22,482	295
.....	.....	.....	.....	141,383	74,022	39.01	362,383	189,729	296
.....	.....	.....	.....	160,425	37,836	60.71	264,275	62,329	297
50,000	.....	.....	.....	858,026	4,006	2.66	32,208,026	150,364	298
06,000	.....	.....	.....	66,233	1,894	2.65	2,492,633	71,259	299
.....	.....	.....	.....	25,976	1,857	18.95	137,026	9,795	300
.....	.....	.....	.....	116,301	15,716	53.77	216,301	29,230	301
.....	.....	.....	.....	222,479	2,284	5.27	4,222,479	43,347	302
00,000	.....	.....	.....	10,620	913	.92	1,160,620	99,710	303
50,000	.....	.....	.....	39,278	2,089	1.23	3,189,278	169,642	304
36,500	.....	.....	.....	2,558	87	.14	1,877,658	63,606	305
15,000	.....	.....	.....	3,579	596	1.68	212,839	35,473	306
98,000	.....	.....	.....	71,277	880	1.57	4,537,277	56,016	307
65,000	.....	.....	.....	82,763	4,144	28.61	289,263	14,485	308
.....	.....	.....	.....	53,562	1,159	5.08	1,053,562	22,799	310
60,000	.....	.....	.....	84,723	714	2.08	4,084,723	34,412	318
00,000	.....	.....	.....	9,000	434	1.77	509,000	24,554	319
.....	.....	.....	.....	12,426	956	11.06	112,426	8,648	321
60,000	.....	.....	.....	544,338	8,924	10.79	5,044,338	82,694	322
.....	.....	.....	.....	.....	.....	.....	20,000	16,000	323
.....	710,000	.....	.....	317,484	3,373	5.26	6,027,484	64,027	324
47,000	.....	.....	.....	322,482	4,311	6.62	4,869,482	65,100	325
48,300	.....	.....	.....	.....	.....	.....	2,673,300	41,653	326
.....	.....	.....	.....	45	15	.15	30,045	10,015	327
00,000	.....	.....	.....	68,603	2,621	7.89	868,603	33,191	330
25,000	.....	.....	.....	700	122	.25	276,700	50,304	332
.....	.....	.....	.....	.....	.....	.....	.....	.....	85
13,470	.....	.....	.....	17,305	780	2.54	680,775	30,693	335
.....	.....	.....	.....	.....	.....	.....	5,000	313	338
.....	.....	.....	.....	24	7	.05	45,024	11,849	339
.....	.....	.....	.....	.....	.....	.....	118,000	8,055	340
.....	.....	.....	.....	61,731	11,224	83.88	73,231	13,315	344
.....	.....	.....	.....	7,682	854	3.70	207,682	23,076	346

[1] See page 242, note 1. [2] See page 242, note 2. [3] See page 242, note 3.

GROUP II. TABLE II.—AMOUNT OF RAILWAY CAPITAL

No.	1 Abbreviated name of road.	2 STOCKS. Amount outstanding.	3 STOCKS. Amount per mile of line.	4 STOCKS. Proportion to total railway capital. 100 × Col. 2 / Col. 15	5 FUNDED DEBT. Amount outstanding. Cols. 8+9+10+11	6 FUNDED DEBT. Amount per mile of line.
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*
347	Island R. R.	200,000	[1]1,538,461	42.09	250,000	[1]1,923,077
351	Kanona & Prattsb. R. R.	120,000	10,490	42.68	[2]12,233	1,069
357	Kinzua Vy. R. R.	105,000	10,500	100.00		
359	Lack. & Montrose R. R.	130,500	12,452	94.17		
360	L. Cham. & Moriah R. R.	200,000	26,110	100.00		
362	Lebanon Spgs. R. R.	([3])			([3])	
363	Lehigh & Hud. Riv. Ry.	1,340,000	21,203	33.91	2,136,230	33,801
364	S. Easton & Phillipsb. R. R.	75,000	[4]107,143	90.47		
365	Orange Co. R. R.	200,000	18,691	48.60		
367	Ligonier Vy. R. R.	160,000	15,238	67.26	75,000	7,143
370	Little Saw Mill Run R. R.	144,375	48,125	48.96	150,500	50,167
371	Long I. R. R.	12,000,000	41,436	47.52	[5]11,736,414	40,526
375	N. Y. & Rkaway. R. R.	([6])			250,000	27,747
376	N. Y., Bklyn. & Manh. B. Ry.	1,000,000	49,875	41.08	1,433,000	71,471
378	Marine Ry.	50,000	[7]151,515	71.05		
379	N. Y. & Rkaway. B. Ry.	1,000,000	83,333	34.33	1,872,000	156,500
380	Mahoning Vy. R. R.	45,000	23,810	15.59	64,000	33,862
381	McKeespt. Con. R. R.	40,000	[8]68,966	55.99		
384	Middlesex Vy. R. R. [9]	500,000	22,821	52.45	440,000	20,082
386	Monongahela Con. R. R.	450,000	143,770	63.26	200,000	63,898
387	Monongahela Riv. & Street's Run R. R.	50,000	35,714	98.74		
389	Mont Alto R. R.	110,000	6,149	29.80	125,000	6,987
391	Montrose Ry.	304,900	10,889	99.58		
394	Mt. Hope Minl. R. R.	160,000	45,198	99.50		
395	Mt. Jew. & Smethpt. R. R.	150,000	30,000	98.04		
396	Mt. Jew., Kinzua & Ritersv. R. R.	80,000	10,322	48.39	80,000	10,322
397	Kinzua Hemlock R. R.	103,150	8,705	78.53		
399	Mt. Penn Gravity R. R.	100,000	12,886	50.00	100,000	12,886
401	Newb., Dutch. & Conn. R. R.	1,100,000	18,695	42.74	1,445,500	24,567
402	N. J. & N. Y. R. R.	2,800,000	80,599	81.48	549,368	15,813
403	N. J. & N. Y. Ex. R. R.	72,500	30,591	37.66	120,000	50,633
405	Newpt. & Sherman's Vy. R. R.	129,505	4,544	48.73	125,000	4,386
406	N. Y. & Nn. Ry.	9,000,000	157,453	46.71	4,549,330	79,589
407	Mahopac Falls R. R.	100,000	24,691	100.00		
409	N. Y. Cent. & Hud. Riv. R. R.	89,428,300	109,132	53.11	[10]68,389,333	83,432
410	Amst., Chucta. & Nn. R. R.	20,000	13,333	100.00		
412	N. J. Jctn. R. R.	100,000	21,322	5.55	1,700,000	362,473
413	N. Y. & Harlem R. R.	10,000,000	73,584	45.31	12,000,000	88,309
414	Rome, Watert. & Ogdensb. R. R.	10,000,000	24,240	43.62	12,919,840	31,317
415	Niag. Falls Brh. R. R.	250,000	28,604	100.00		
416	Oswego & Rome R. R.	225,000	7,898	23.07	750,000	26,325
417	Utica & Black Riv. R. R.	2,223,000	14,839	52.64	2,000,000	13,350
418	Carth., Watert. & Sack. Harb. R. R.	487,345	16,465	61.90	300,000	10,139
419	Spuy. Duy. & Port Mor. R. R.	989,000	163,742	100.00		
420	Troy & Greenbush R. R.	274,400	45,733	100.00		
421	Troy Un. R. R.	30,000	6,000	100.00		
422	W. Shore R. R.	10,000,000	20,194	16.67	50,000,000	100,969
423	Beech Ck. R. R.	5,500,000	36,890	48.48	5,250,000	35,214
425	Mohawk & Malone Ry. [11]	4,500,000	24,793	63.97	2,500,000	13,774
426	Wallkill Vy. R. R.	330,000	10,036	34.54	580,000	17,640
428	N. Y., L. Erie & Wn. R. R.	85,963,600	158,059	48.45	83,447,172	153,432
429	Avon, Geneseo & Mt. Mor. R. R.	225,000	12,712	100.00		
431	Buff. & S. Wn. R. R.	943,667	14,221	37.82	1,500,000	22,604

[1] Road is .13 mile long; figures are on basis of 1 mile.
[2] $192,000 bonds hypothecated as security for $100,000 borrowed, included in "current liabili
[3] Receiver reports no information.
[4] Road is .70 mile long; figures are on basis of 1 mile.
[5] Excludes $2,750,000, apportioned "to other properties."
[6] Road built by Long I. R. R.; bonds issued to cover construction.
[7] Road is .33 mile long; figures are on basis of 1 mile.
[8] Road is .58 mile long; figures are on basis of 1 mile.
[9] Report for ten months ending June 30, 1893.
[10] Includes $292,000, "bonds and mortgages on real estate."
[11] Report for two months ending June 30, 1893.

OF THE YEAR ENDING JUNE 30, 1893—Continued.

	9	10	11	12	13	14	15	16	
	FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
	Designation.			Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 12 / Col. 15	Total railway capital. Cols. 2+6+12	Amount per mile of line. Cols. 3+7+13	No.
	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
000				25,211	[1]193,932	5.31	475,211	[2]3,655,470	347
			12,233	148,936	13,019	52.97	[3] 281,369	24,578	351
							105,000	10,500	357
				8,075	771	5.83	138,575	13,223	359
							200,000	26,110	360
				33,138	580	100.00	33,138	580	362
800			92,430	475,672	7,526	12.03	3,951,902	62,530	363
				7,899	[3]11,284	9.53	82,899	[3] 118,427	364
				211,570	19,773	51.40	411,570	38,464	365
000				2,895	276	1.22	237,895	22,657	367
500							294,875	98,292	370
700	286,237		150,474	1,514,202	5,229	6.00	[4] 25,256,616	87,191	371
000							[5] 250,000	27,747	375
000				1,470	74	.06	2,434,470	121,420	376
				20,375	[6]61,744	28.95	70,375	[6]213,259	378
000		1,000,000		34,837	2,903	1.19	2,912,837	242,736	379
			64,000	179,682	95,070	62.24	288,682	152,742	380
				31,434	[7] 54,196	44.01	71,434	[7] 123,162	381
000				13,369	610	1.40	953,369	43,513	384
000				56,957	18,197	8.05	706,957	225,865	386
				637	455	1.26	50,637	36,169	387
000				134,139	7,498	36.34	369,139	20,634	389
				1,290	461	.42	306,190	11,350	391
				812	229	.50	160,812	45,427	394
				3,007	601	1.96	153,007	30,601	395
000				5,318	687	3.22	165,318	21,331	396
000				28,196	2,379	21.47	131,348	11,084	397
							200,000	25,772	399
000	281,000	1,164,500		28,431	488	1.10	2,573,931	43,745	401
388				87,857	2,529	2.56	3,437,225	98,941	402
000							192,500	81,224	403
000				11,279	396	4.24	265,784	9,326	405
000			149,399	359,670	6,292	2.58	13,909,009	243,334	406
							100,000	24,691	407
333	292,000			10,592,115	12,926	6.29	[8] 168,389,748	205,491	409
							20,000	13,333	410
000				898	192	.05	1,800,898	383,987	412
000				69,627	512	.31	22,069,627	162,396	413
300	51,750	2,094,290		1,808	4	.01	22,921,648	55,561	414
							250,000	28,604	415
000							975,000	34,223	416
000							4,223,000	28,189	417
000							787,345	26,604	418
							989,000	1,637,742	419
							274,400	45,733	420
							30,000	6,000	421
000							60,000,000	121,163	422
000				595,322	3,993	5.25	11,345,322	76,097	423
000				34,461	190	.49	7,034,461	38,757	425
000		330,000		45,274	1,377	4.74	955,274	29,053	426
877	3,344,000	508,008	5,803,287	8,014,391	14,736	4.52	177,425,163	326,227	428
							225,000	12,712	429
000				51,502	776	2.06	2,495,169	37,601	431

[1] See page 244, note 1.
[2] See page 244, note 2.
[3] See page 244, note 4.
[4] See page 244, note 5.
[5] See page 244, note 6.
[6] See page 244, note 7.
[7] See page 244, note 8.
[8] See page 244, note 10.

GROUP II. TABLE II.—AMOUNT OF RAILWAY CAPITA

No.	1 Abbreviated name of road.	2 STOCKS. Amount outstanding.	3 STOCKS. Amount per mile of line.	4 STOCKS. Proportion to total railway capital 100 × Col. 2 / Col. 15	5 FUNDED D. Amount outstanding. Cols. 8+9+10+11	6 Amou per m of lin
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dolla*
	N. Y., L. Erie & Wn. R. R.—Contd.					
434	Buff., N. Y. & Erie R. R.: [1]					
435	Roch. & Genesee Vy. R. R	555,200	30,174	100.00		
439	Goshen & Deckert. Ry	96,190	8,264	28.07	246,500	21,
444	Montg. & Erie Ry	150,000	14,382	46.80	170,500	16,
449	Nn. R. R. of N. J	1,000,000	46,062	50.33	654,000	30,
450	Nyack & Nn. R. R	74,800	17,117	30.39	157,500	36,
451	Pat. & Hud. Riv. R. R	630,000	44,840	100.00		
452	Pat. & Ramapo R. R	298,000	19,761	100.00		
453	Union R. R. (of N. Y.)	50,000	50,000	100.00		
455	Susp. Brg. & Erie Jctn. R. R.: [1]					
456	Lockport & Buff. Ry	129,300	8,551	46.88	140,000	9,
457	N. Y. & Greenwood L. Ry	100,000	2,040	3.00	3,033,557	61,
460	Tioga R. R	580,900	12,522	42.38	789,500	14,
463	N. Y., Ont. & Wn. Ry	58,119,983	182,326	80.73	12,100,000	37,
464	Ont., Carb. & Scran. Ry	1,500,000	27,954	41.03	1,500,000	27,
465	Rome & Clinton R. R	345,360	27,023	99.98		
466	Utica, Clinton & Bing. R. R	849,385	27,134	50.72	800,000	25,
467	Wharton Vy. Ry	70,000	10,294	48.28	75,000	11,
468	N. Y., Phila. & Norf. R. R	1,714,375	15,307	28.13	[2] 3,291,333	29,
469	N. Y., Susq. & Wn. R. R	13,600,000	171,474	67.89	10,075,000	73,
475	Nn. Adirondack R. R	840,000	14,609	61.53	77,000	1,
476	Oil Cy. & Ridg. Ry. & Min. Co. [3]	86,550	14,425	100.00		
477	Oregon & Tex. Ry	26,000	3,250	51.66	16,000	2,
479	Owasco Riv. Ry	80,000	[4] 60,000	[5] 77.10		
872	Pennsylvania Co.: [6]					
480	Waynesb. & Wash. R. R	101,355	3,618	44.90	98,900	3,
481	Pennsylvania R. R.	128,744,850	245,832	55.35	91,457,593	174,
482	Bald Eagle Vy. R. R.	1,535,000	16,928	81.50	348,000	3,
483	Bedford & Bridgepl. Ry	600,000	12,202	26.07	1,700,000	34,
484	Bustleton R. R.	100,000	24,089	84.10		
485	Cambria & Clearf. R. R	1,175,650	12,054	45.97	1,174,000	12,
486	Col. & Port Deposit Ry	1,000,000	22,972	35.70	1,800,000	41,
487	Cols., Kink. & Springf. R. R.	66,050	4,664	19.02	129,800	9,
488	Cresson & Clearf. Co. & N. Y. S. Route R. R. [6]	1,000,000	84,855	52.24	750,000	26,
489	Downingt. & Lanc. R. R.	405,650	10,680	47.53	300,000	7,
490	Engelside R. R.	30,000	[7] 176,471	97.44		
491	Freeh. & Jamesb. Agricl. R. R.	295,600	10,738	36.43	498,600	18,
492	Fred. & Pa. Line R. R.	779,100	27,825	57.95	250,000	8,
493	Han. & York R. R.	325,000	11,754	65.14	170,000	6,
494	Harrisb., Ports., Mt. Joy & Lanc. R. R.	1,182,550	22,005	60.94	700,000	13,
495	Johnsonburg R. R.	200,000	10,158	46.67	200,000	10,158
496	Kensington & Tacony R. R.	300,000	58,479	95.59		
497	Lewisb. & Tyrone R. R	1,200,000	14,105	80.22		
494	Littlestown R. R. [8]					
498	Long B. R. R.	253,000	12,341	61.33		
499	McKeespt. & Bessemer R. R	100,000	65,790	16.39		
500	Mifflin & Centre Co. R. R	167,775	13,629	40.22	200,000	16,
501	Millst. & New Bruns. R. R.	95,750	14,420	57.19		
502	Nescopec R. R	259,000	21,656	48.21	200,000	16,
503	N. Y. Bay R. R. [9]	400,000	43,906	41.54		
504	N. & W. Brh. Ry	1,500,000	31,368	49.91	1,500,000	31,
505	Pa. Schuyl. Vy. R. R	7,117,450	54,834	49.06	7,000,000	53,
506	Perth Amb. & Woodbrg. R. R.	228,400	35,688	69.55	100,000	15,

[1] Report not filed; inserted to show relation of road following.
[2] Includes $225,000, bonds issued on account of floating equipment.
[3] Road not in operation.
[4] Road is .50 mile long; figures are on basis of 1 mile.
[5] Inserted to show relation of road following.
[6] Report for six months ending June 30, 1893.
[7] Road is .17 mile long; figures are on basis of 1 mile.
[8] Report for six months ending December 31, 1892. Consolidated with Han. & York R. R. 31, 1892.
[9] Under construction.

THE YEAR ENDING JUNE 30, 1893—Continued.

9	10	11	12	13	14	15	16	
FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.								No.
Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
								434
						555,200	30,174	435
						342,690	29,441	439
						320,500	30,729	444
			333,077	15,342	16.76	1,987,077	91,528	449
			13,836	3,166	5.62	246,136	56,324	450
						630,000	44,840	451
						298,000	19,761	452
						50,000	50,000	453
								455
			6,520	431	2.36	275,820	18,235	456
5,865			197,805	4,036	5.94	3,331,362	67,973	457
			342	8	.02	1,370,742	27,457	460
			1,775,841	5,571	2.46	71,995,824	225,855	463
			655,776	12,221	17.94	3,655,776	68,129	464
			59	5	.02	345,419	27,028	465
			25,000	799	1.50	1,674,285	53,492	466
						145,000	21,324	467
225,000	1,000,000	218,333	1,089,296	[1] 7,360	17.87	[2] 6,095,004	[2] 52,009	468
			1,090,060	7,920	3.13	34,765,060	252,598	469
			448,155	7,794	32.83	1,365,155	23,742	475
						86,550	14,425	476
			8,333	1,042	16.55	50,333	6,292	477
			8,908	[4] 17,816	22.90	38,908	[4] 77,816	479
								872
			26,100	927	11.50	226,855	8,059	480
25,924,753		9,057,000	29,449,266	56,232	1.17	249,651,709	476,098	481
			291	3	.02	1,883,291	20,769	482
1,700,000			1,131	23	.05	2,301,131	46,799	483
			18,900	4,543	15.90	118,900	28,582	484
			207,934	2,132	8.13	2,557,584	26,224	485
			1,261	29	.05	2,801,261	64,352	486
			151,199	10,678	43.57	347,049	24,509	487
			164,420	5,731	8.58	1,914,420	66,729	488
			147,810	3,892	17.32	853,460	22,471	489
			789	[5] 4,642	2.56	30,789	[5] 181,113	490
			17,290	628	2.13	811,490	29,466	491
			315,398	11,264	23.46	1,344,498	48,018	492
20,000			3,945	143	.79	498,945	18,045	493
			57,933	1,078	2.99	1,940,483	36,109	494
			28,527	1,448	6.66	428,527	21,764	495
			13,849	2,700	4.41	313,849	61,179	496
			295,919	3,478	19.78	1,495,919	17,583	497
								494
			159,508	7,781	38.67	412,508	20,122	498
			510,041	335,553	83.61	610,041	401,343	499
			49,377	4,011	11.84	417,152	33,887	500
			71,669	10,794	72.81	167,419	25,214	501
200,000			78,211	6,539	14.56	587,211	44,917	502
			562,971	61,797	58.46	962,971	105,705	503
			5,247	109	.18	3,005,247	62,845	504
			388,907	2,996	2.68	14,506,357	111,759	505
100,000						328,400	51,313	506

[1] On basis of 148 miles, which covers 36 miles of water route.
[2] See page 246, note 2.
[3] See note 1.
[4] See page 246, note 4.
[5] See page 246, note 7.

GROUP II. TABLE II.—AMOUNT OF RAILWAY CAPI

No.	1 Abbreviated name of road.	2 STOCKS. Amount outstanding.	3 STOCKS. Amount per mile of line.	4 STOCKS. Proportion to total railway capital. 100 × Col. 2 / Col. 15	5 FUNDED Amount outstanding. Cols. 8+9+10+11	FUNDED Amt per of l
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Doll*
	Pennsylvania R. R.—Continued.					
507	Phila. & Erie R. R	10,385,000	36,114	34.43	19,674,000	6
508	Phila. & Long Brh. R. R	765,000	15,584	34.18	750,000	15
509	Phila., Germant. & Chest. H. R. R.	1,000,000	126,422	38.76	1,414,000	178
510	Pittsb., Va. & Charleston Ry	2,024,800	27,936	33.05	4,050,000	56
511	Pomeroy & Newk. R. R	500,000	18,727	71.25		
512	Ridg. & Clearf. R. R	491,000	18,032	50.00	491,000	18
513	Riverfront R. R	216,000	55,958	35.81	216,000	55
514	S. Fork R. R	28,000	3,448	24.57		
515	S. W. Pa. Ry	1,499,900	13,766	61.24	900,000	8
516	Sunb. & Lewistown Ry	600,000	13,809	49.83	500,000	11,
517	Sunb., Has. & Wilkesb. Ry	1,000,000	23,020	28.22	2,535,000	58,
518	Susq. & Clearf. R. R	286,000	11,491	43.10	285,000	11,
519	Tipton R. R	43,250	9,741	100.00		
520	Trenton Del. Brg. Co	198,900	[1]1,046,842	30.65	450,000	[1]2,368
518	Turtle Creek Vy. R. R. [2]					
521	Tyrone & Clearf. Ry	1,000,000	7,822	47.51	1,000,000	7,
522	United N. J. R. R. & Canal Co	21,240,400	[3] 100,746	39.00	20,619,768	[3] 97,
523	Belvidere Del. R. R	1,150,000	14,550	28.75	2,849,000	36,
527	Camden & Burl. Co. R. R	381,925	12,899	51.21	350,000	11,
528	Mt. Holly, Lumb. & Medf. R. R.	95,650	16,076	56.05	75,000	12,
529	Phila. & Trenton R. R	1,259,100	46,427	38.97		
530	Connecting Ry	1,278,300	189,378	37.84	991,000	146,
531	Rocky H. R. R. & Transp. Co	45,600	19,160	100.00		
532	Vincentown Brh. R. R	25,000	8,803	62.50	15,000	5,
533	W. Chester R. R	165,000	33,000	61.36	91,668	18,
534	Wn. Pa. R. R	1,775,000	15,106	28.39	4,440,500	37,
535	Allegh. Vy. Ry	26,197,092	100,642	59.66	16,991,848	65,
536	Camden & Atl. R. R	1,258,150	18,030	36.78	1,592,300	22,
537	Phila., Marl. & Medf. R. R	102,900	8,787	50.06	100,000	8,
538	Cumb. Vy. R. R	1,777,850	21,633	81.78	270,500	3,
539	Cumb. Vy. & Martinsb. R. R	700,000	20,303	93.63		
540	Dillsb. & Mechsb. R. R	89,800	11,662	44.11	100,000	12,
541	Sn. Pa. Ry. & Min. Co	[4] 800,000	37,383	50.17	[4] 625,000	29,
542	Junction R. R. (of Phila.)	250,000	70,225	25.25	725,000	203,
543	Nn. Cent. Ry	7,518,150	50,716	32.33	14,286,000	96,
544	Elm. & L. Ont. R. R	1,500,000	15,059	74.27	500,000	5,
545	Elm. & Williamspt. R. R	1,000,000	13,245	38.46	1,570,000	20,
546	Lykens Vy. R. R. & Coal Co	600,000	30,457	100.00		
547	Sham. Vy. & Pottsv. R. R	[5] 869,450	29,196	29.55	[5] 2,000,000	67,
549	Un. R. R. (of Balt.)	1,200,000	124,740	44.44	1,500,000	155,
550	Phila., Wilm. & Balt. R. R	11,810,350	100,292	60.07	5,893,598	50,
551	Balt. & Pot. R. R	4,914,250	52,722	37.23	7,500,000	80,
552	Catonsv. S. Line R. R	60,000	15,790	57.14	45,000	11,
553	Cambridge & Seaf. R. R	500,000	18,355	76.70		
554	Delaware R. R	2,218,132	18,959	66.76	1,035,000	8,
555	Del. & Ches. Ry	600,000	11,050	40.50	400,000	7,
556	Del., Md. & Va. R. R	526,758	5,401	25.09	1,035,000	10,
557	Phila. & Balt. Cent. R. R	2,499,286	33,921	53.18	2,200,000	29,
558	Chester Ck. R. R	272,100	40,673	58.10	186,000	27,
559	Queen Anne's & Kent R. R	314,834	12,156	60.09		
560	S. Chester R. R	100,000	36,765	74.27		
561	W. Jersey R. R	2,205,200	11,885	38.92	3,242,900	17,
562	Alloway & Quinton R. R	46,500	11,019	100.00		
563	W. Jersey & Atl. R. R	994,850	25,034	80.30	236,000	5,
569	Phila. & Read. R. R	39,830,362	121,806	18.05	165,465,355	506
570	Allentown R. R	1,268,885	281,975	99.00		
571	Allentown Term. R. R	450,000	132,704	45.48	450,000	132
573	Chest. H. R. R	120,650	30,162	99.84		

[1] Road is .19 mile long; figures are on basis of 1 mile.
[2] Report for eleven months ending May 31, 1893. Purchased by and merged in Penns May 31, 1893.
[3] On basis of 210.83 miles, which covers 66 miles of canal.
[4] Covers "a furnace and about 3,880 acres of ore and timber land."
[5] Covers "about 6,000 acres of coal lands."

YEAR ENDING JUNE 30, 1893—Continued.

9	10	11	12	13	14	15	16	
NDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.			Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	No.
scellaneous obligations.	Income bonds.	Equipment trust obligations.						
Dollars.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	Dollars.	Dollars.	
.....	.....	.....	102,357	356	.33	30,161,357	104,887	507
.....	.....	.....	723,101	14,730	32.31	2,238,101	45,592	508
414,000	.....	.....	165,794	20,960	6.43	2,579,794	326,143	509
050,000	.....	.....	51,643	713	.84	6,126,443	84,526	510
.....	.....	.....	201,758	7,556	28.75	701,758	26,283	511
.....	.....	.....	.....	.....	.....	982,000	36,064	512
.....	.....	.....	171,130	44,335	28.38	603,130	156,251	513
.....	.....	.....	85,962	10,587	75.43	113,962	14,035	514
.....	.....	.....	49,155	451	2.01	2,449,055	22,477	515
.....	.....	.....	104,135	2,397	8.65	1,204,135	27,713	516
.....	1,350,000	.....	6,766	156	.19	3,541,766	81,532	517
.....	.....	.....	92,625	3,721	13.95	663,625	26,662	518
.....	.....	.....	.....	.....	.....	43,250	9,741	519
100,000	.....	.....	.....	.....	.....	648,900	[2]2,415,263	520
.....	.....	.....	.....	.....	.....	.....	.....	518
.....	.....	.....	104,977	822	4.98	2,104,977	16,486	521
618,143	.....	.....	12,593,659	[3]59,734	23.13	54,453,827	[3]258,283	522
.....	.....	.....	1,740	22	.04	4,000,740	50,617	523
.....	.....	.....	13,898	469	1.86	745,823	25,188	527
.....	.....	.....	.....	.....	.....	170,650	28,681	528
.....	.....	.....	1,971,994	72,714	61.03	3,231,094	119,141	529
.....	.....	.....	1,108,719	164,254	32.82	3,378,019	500,447	530
.....	.....	.....	.....	.....	.....	45,600	19,160	531
.....	.....	.....	.....	.....	.....	40,000	14,085	532
16,668	.....	.....	12,278	2,456	4.56	268,946	53,789	533
.....	.....	.....	36,700	312	.59	6,252,200	53,210	534
13,848	.....	.....	720,455	2,768	1.64	43,909,395	168,688	535
88,300	.....	.....	569,391	8,160	16.65	3,419,841	49,009	536
.....	.....	.....	2,621	224	1.28	205,521	17,551	537
.....	.....	.....	125,560	1,528	5.78	2,173,910	26,453	538
.....	.....	.....	47,587	1,414	6.37	747,587	22,217	539
.....	.....	.....	13,759	1,787	6.76	203,559	26,436	540
.....	.....	.....	169,590	7,925	10.63	[3]1,594,590	74,514	541
.....	.....	.....	14,954	4,200	1.51	989,954	278,077	542
.....	.....	.....	1,451,105	9,789	6.24	23,255,255	156,876	543
.....	.....	.....	19,833	199	.98	2,019,833	20,277	544
.....	570,000	.....	30,095	398	1.16	2,600,095	34,438	545
.....	.....	.....	.....	.....	.....	600,000	30,457	546
.....	.....	.....	73,268	2,460	2.49	[4]2,942,718	98,815	547
.....	.....	.....	.....	.....	.....	2,700,000	280,665	549
93,598	.....	.....	1,962,181	16,650	9.97	19,675,129	166,951	550
.....	.....	.....	785,466	8,427	5.95	13,199,716	141,613	551
.....	.....	.....	.....	.....	.....	105,000	27,632	552
.....	.....	.....	151,874	5,576	23.30	651,874	23,931	553
.....	.....	.....	69,751	596	2.09	3,322,883	28,401	554
.....	.....	.....	481,540	8,868	32.50	1,481,540	27,284	555
.....	.....	.....	538,029	5,517	25.62	2,099,787	21,530	556
.....	.....	.....	661	9	.01	4,699,947	63,789	557
.....	.....	.....	11,223	1,677	2.40	468,323	70,033	558
.....	.....	.....	209,069	8,072	39.91	523,903	20,228	559
.....	.....	.....	34,645	12,737	25.73	134,645	49,532	560
2,900	.....	.....	218,822	1,180	3.86	5,666,922	30,545	561
.....	.....	.....	.....	.....	.....	46,500	11,019	562
.....	.....	.....	8,089	203	.65	1,238,939	30,176	563
80,396	66,047,133	2,782,000	15,348,376	48,940	6.95	220,644,093	674,756	569
.....	.....	.....	12,745	2,832	1.00	1,281,630	284,807	570
.....	.....	.....	89,548	22,903	9.04	989,548	288,311	571
.....	.....	.....	191	48	.16	120,841	30,210	573

[1] page 248, note 2.
[2] page 248, note 4.
[3] See page 248, note 3.
[4] See page 248, note 5.

GROUP II. TABLE II.—AMOUNT OF RAILWAY CAPITAL A

No.	1	2	3	4	5	6
	Abbreviated name of road.	STOCKS.			FUNDED DEBT	
		Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 / Col. 15	Amount outstanding. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*
	Phila. & Read. R. R.—Continued.					
574	Colebrookdale R. R	297,215	23,220	23.96	600,000	46,875
575	Danv. & Sham. R. R. [1]	26,710	[2] 133,550	100.00		
576	Dauphin & Berks R. R	100,000	([3])	100.00		
577	Del. & Bound Brk. R. R	1,800,000	58,632	49.57	1,800,000	58,632
578	E. Trenton R. R	59,000	19,667	99.84		
579	E. Pa. R. R	1,730,450	48,068	77.76	495,000	13,750
580	Lehigh Vy. R. R	40,441,100	123,011	51.12	33,931,000	103,209
581	Buff. Ck. R. R	250,000	42,955	33.48	488,000	83,849
582	Easton & Amb. R. R	6,000,000	86,705	50.00	6,000,000	86,705
583	Lehigh Vy. Term. Ry	10,000,000	331,785	49.95	10,000,000	331,785
584	Lehigh Vy. Ry	5,900,000	21,000	24.38	15,000,000	53,288
585	Hayt's Cor., Ovid & Wil. R. R.	4,100	792	100.00		
586	Loyalsock R. R	300,000	6,911	85.90		
587	Pa. & N. Y. Canal & R. R. Co	1,061,700	8,462	9.51	10,000,000	79,709
590	State Line & Sullivan R. R	[4] 737,663	30,736	75.06	[5] 225,000	9,375
591	Wav. & State Line R. R	10,000	[6] 25,000	15.53		
592	Wilkesb. & Harvey's L. R. R	150,000	10,885	43.65		
593	Little Schuyl. Nav. R. R. & Coal Co.	2,487,850	79,995	99.23		
594	E. Mahanoy R. R	497,750	35,302	95.85		
595	Mill Ck. & Mine H. Nav. & R. R. Co.	323,375	85,099	99.88		
596	Mine H. & Schuyl. Hav. R. R	4,210,200	81,278	99.92		
597	Mt. Carb. & Port Carb. R. R	282,350	112,940	99.04		
598	Norrist. Jctn. R. R	20,250	[6] 50,625	34.67	38,000	[6] 95,000
599	N. Pa. R. R	4,720,750	54,638	87.69	7,480,258	86,577
600	Phila. & Frankf. R. R	500,000	183,329	50.56	489,000	179,779
601	Phila. & Read. Term. R. R	8,500,000	6,439,394	78.82	9,617	7,285
602	Phila., Germant. & Norrist. R. R.	2,246,900	109,073	99.75		
603	Plymouth R. R	12,050	1,354	100.00		
604	Phila., Harrisb. & Pittsb. R. R	2,000,000	49,261	63.60		
605	Pickering Vy. R. R	95,655	8,465	9.70	332,300	29,407
606	Schuyl. & Lehigh R. R	50,000	1,136	4.62	1,000,000	22,727
607	Schuyl. Riv. W. Side R. R	1,500	([3])	52.47		
608	Schuyl. Vy. Nav. & R. R. Co	576,050	52,368	99.93		
609	Sham., Sunb. & Lewisb. R. R	2,000,000	64,309	50.00	2,000,000	64,309
610	Slatington R. R	20,000	([3])	100.00		
611	Atl. Cy. R. R	2,200,000	26,360	42.40	2,226,070	26,672
612	Brigantine B. R. R	335,000	25,769	48.91	350,000	26,923
613	Camden Co. R. R	100,000	13,699	43.08	39,000	5,342
614	Chester & Del. Riv. R. R	40,000	7,018	11.10	22,300	3,912
615	Gettysb. & Harrisb. Ry	600,000	17,341	46.21	573,000	16,561
616	Middlet. & Hummelst. R. R	175,000	26,515	80.62		
617	N. E. Pa. R. R	400,000	15,625	30.42	400,000	15,625
618	Pa., Pough. & Boston R. R	2,000,000	41,178	35.78	2,082,900	42,886
620	Perkiomen R. R	38,400	997	1.29	1,924,600	49,990
621	Phila. & Chester Vy. R. R	755,100	35,121	64.34	380,510	17,698
622	Phila. & Nn. R. R	900,000	([3])	99.66		
623	Port Read. R. R	1,565,000	78,094	47.40	1,500,000	74,850
624	Read. & Col. R. R	958,373	18,185	23.99	2,009,167	38,125
626	Read., Mari. & Han. R. R	250,000	39,683	75.17		
627	Rupert & Bloomsb. R. R	50,000	31,250	67.21		
628	Stony Ck. R. R	176,100	17,097	15.78	350,000	33,981
629	Tamaqua, Haz. & Nn. R. R	300,000	30,303	88.36		
630	Phila., Newt. & N. Y. R. R	1,600,000	76,555	69.06	700,000	33,493
631	Phila., Read. & New Eng. R. R	6,600,000	114,583	37.58	10,100,000	175,347
632	Dutchess Co. R. R	300,000	24,193	46.15	350,000	28,226
634	Port. Jer., Monti. & N. Y. R. R	409,100	9,966	44.67	364,000	8,867

[1] Road under construction.
[2] Road completed .20 mile; figures are on basis of 1 mile.
[3] Road under construction; mileage not yet ascertained.
[4] Excludes $242,587 apportioned "to other properties."
[5] Excludes $75,000, apportioned "to other properties."
[6] Road is .40 mile long; figures are on basis of 1 mile.

OF THE YEAR ENDING JUNE 30, 1893—Continued.

9	10	11	12	13	14	15	16	
FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.			Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 2+6+13	No.
ds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.					
ars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
00,000	.....	.....	.....	343,662	26,849	27.69	1,240,877	96,944	574
.....	.....	.....	.....	.....	.....	.....	26,710 [1]	133,550	575
.....	.....	.....	.....	.....	.....	.....	100,000	([2])	576
80,000	.....	.....	.....	31,526	1,027	.86	3,631,526	118,291	577
.....	.....	.....	.....	96	32	.16	59,096	19,699	578
25,000	.....	.....	.....	46	1	([3])	2,225,496	61,819	579
31,000	.....	.....	.....	4,738,762	14,414	5.99	79,110,862	240,634	580
58,000	.....	.....	.....	8,750	1,504	1.17	746,750	128,308	581
00,000	.....	.....	.....	.....	.....	.....	12,000,000	173,410	582
00,000	.....	.....	.....	21,000	697	.10	20,021,000	664,267	583
00,000	.....	.....	.....	3,300,271	11,746	13.63	24,200,271	86,134	584
.....	.....	.....	.....	.....	.....	.....	4,100	792	585
.....	.....	.....	.....	49,263	1,135	14.10	349,263	8,046	586
00,000	.....	.....	.....	98,629	786	.88	11,160,329	88,948	587
25,000	.....	.....	.....	20,194	841	2.05	[4] 982,857	40,952	590
.....	.....	.....	.....	54,398	[5]135,995	84.47	64,398 [5]	160,995	591
.....	.....	.....	.....	193,658	14,054	56.35	343,658	24,939	592
.....	.....	.....	.....	19,202	618	.77	2,507,052	80,613	593
.....	.....	.....	.....	21,562	1,529	4.15	519,312	36,831	594
.....	.....	.....	.....	376	99	.12	323,751	85,198	595
.....	.....	.....	.....	3,275	63	.08	4,213,475	81,341	596
.....	.....	.....	.....	2,741	1,096	.96	285,091	114,036	597
38,000	.....	.....	.....	165	[5] 413	.28	58,415 [6]	146,038	598
00,000	280,258	.....	.....	323,516	3,745	2.58	12,524,524	144,960	599
88,000	.....	.....	.....	.....	.....	.....	989,000	363,608	600
.....	9,617	.....	.....	2,273,905	[7]22,656	21.09	10,783,522	8,169,335	601
.....	.....	.....	.....	5,589	271	.25	2,252,489	109,344	602
.....	.....	.....	.....	.....	.....	.....	12,050	1,354	603
.....	.....	.....	.....	1,144,542	28,191	36.40	3,144,542	77,452	604
32,300	.....	.....	.....	557,951	49,376	56.59	985,906	87,248	605
00,000	.....	.....	.....	31,448	715	2.91	1,081,448	24,578	606
.....	.....	.....	.....	1,359	([6])	47.53	2,859	([6])	607
.....	.....	.....	.....	410	37	.07	576,460	52,405	608
00,000	.....	.....	.....	250	8	([3])	4,000,250	128,626	609
.....	.....	.....	.....	.....	([6])	.....	20,000	([6])	610
80,000	26,070	.....	.....	762,556	9,137	14.69	5,188,626	62,169	611
50,000	.....	.....	.....	.....	.....	.....	685,000	52,692	612
39,000	.....	.....	.....	93,151	12,760	40.12	232,151	31,801	613
22,300	.....	.....	.....	298,288	52,331	82.72	360,588	63,261	614
65,000	.....	.....	8,000	125,427	3,625	9.66	1,298,427	37,527	615
.....	.....	.....	.....	42,062	6,373	19.38	217,062	32,888	616
00,000	.....	.....	.....	515,050	20,110	39.16	1,315,050	51,369	617
11,500	.....	.....	271,490	1,507,058	31,029	26.96	5,590,048	115,093	618
24,000	.....	.....	.....	1,023,561	26,586	34.27	2,986,561	77,573	620
30,510	.....	.....	.....	37,901	1,763	3.23	1,173,511	54,582	621
.....	.....	.....	.....	3,063	([3])	.34	903,063	([3])	622
10,000	.....	.....	.....	236,332	11,793	7.16	3,301,332	164,737	623
10,000	1,009,167	.....	.....	1,027,206	19,492	25.71	3,994,746	75,802	624
.....	.....	.....	.....	82,587	13,109	24.83	332,587	52,792	626
.....	.....	.....	.....	24,390	15,244	32.79	74,390	46,494	627
0,000	.....	.....	.....	589,699	57,252	52.85	1,115,799	108,330	628
.....	.....	.....	.....	39,511	3,991	11.64	339,511	34,294	629
0,000	.....	.....	.....	16,705	799	.72	2,316,705	110,847	630
0,000	.....	3,850,000	.....	860,473	14,939	4.90	17,560,473	304,869	631
0,000	.....	.....	.....	.....	.....	.....	650,000	52,419	632
4,000	.....	.....	.....	142,687	3,476	15.58	915,787	22,309	634

[1] See page 250, note 2.
[2] See page 250, notes 4 and 5.
[3] See page 250, note 3.
[4] See page 250, note 6.
[5] Less than .01 per cent.
[6] See page 250, note 3.

GROUP II. TABLE II.—AMOUNT OF RAILWAY CAPITAL A

No.	1	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
	Abbreviated name of road.	Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 / Col. 15	Amount outstanding. Cols. 7+9+10+11	Amount per mile of line.
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*
635	Pough. & En. Ry. [1]	500,000	14,290	100.00		
640	Reynoldsv. & Falls Ck. R. R.	170,000	11,724	44.82	170,000	11,724
641	Roch. & L. Ont. Ry.	65,000	10,744	99.89		
646	Sharpsville R. R.	350,000	17,048	73.76		
648	Sinnemahoning Vy. R. R.	90,000	7,359	88.16		
650	Slate Run R. R.	81,000	5,400	88.03		
653	Staten I. Rap. Trans. R. R.	500,000	48,544	5.41	8,000,000	776,699
654	Staten I. Ry.	210,000	16,535	41.18	300,000	23,622
656	Stewartstown R. R.	70,000	9,722	100.00		
661	Ulster & Del. R. R.	1,794,600	24,251	48.52	1,856,300	23,905
662	Del. & Otsego R. R.	298,500	33,959	100.00		
664	Kaaterskill R. R.	100,000	13,333	95.34		
666	Stony Clove & Cats. Mtn. R. R.	124,000	8,671	94.18		
673	Wellsv., Coudersp. & Pine Ck. R. R.	68,554	6,774	70.01	27,500	2,717
675	Wn. Md. R. R.	1,008,750	11,208	15.95	4,711,530	52,350
676	Balt. & Cumb. Vy. R. R.	76,700	16,857	50.32	72,800	16,000
677	Balt. & Cumb. Vy. R. R. Ex.	270,000	10,181	52.29	230,000	8,673
678	Balt. & Cumb. Vy. Ry.	42,500	14,026	45.97	48,500	16,007
679	Balt. & Harrisb. Ry.	720,000	10,909	48.98	600,000	10,455
681	Berlin Brh. R. R.	43,195	6,171	39.30	42,900	6,129
683	Wn. N. Y. & Pa. R. R.	30,000,000	47,393	45.02	35,898,114	56,710
695	Williams Vy. R. R.	90,000	7,500	36.03	87,000	7,250
696	Williamspt. & N. Brh. R. R.	850,612	31,504	55.00	675,000	25,000
697	Wilm. & Nn. R. R.	1,278,050	14,456	57.86	771,000	8,721

[1] Report for period, April 13 to June 30, 1893.

OF THE YEAR ENDING JUNE 30, 1893—Continued.

	9	10	11	12	13	14	15	16	
	FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
	Designation.								No.
ia.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 12 / Col. 15	Total railway capital. Cols. 2+6+12	Amount per mile of line. Cols. 3+6+13	
ws.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
							500,000	14,290	635
0,000				39,319	2,712	10.36	379,319	26,160	640
				71	12	.11	65,071	10,756	641
				124,486	6,064	26.24	474,486	23,112	646
				12,086	988	11.84	102,086	8,347	648
				11,011	734	11.97	92,011	6,134	650
0,000		4,500,000		731,676	71,036	7.93	9,231,676	896,279	653
0,000							510,000	40,157	654
							70,000	9,722	656
2,000		3,300		48,429	655	1.31	3,698,329	48,811	661
							298,500	33,959	662
				4,876	650	4.65	104,876	13,983	664
				7,663	536	5.82	131,663	9,207	666
7,500				1,861	184	1.90	97,915	9,675	673
1,000	910,530			603,678	6,708	9.55	6,323,958	70,266	675
2,800				2,932	645	1.92	152,432	33,502	676
0,000				16,350	616	3.16	516,350	19,470	677
8,500				1,455	480	1.57	92,455	30,513	678
0,000				59,809	906	4.07	1,469,809	22,270	679
2,900				23,823	3,403	21.67	109,918	15,703	681
4,000	272,804	5,252,826	648,484	743,506	1,1'.4	1.11	66,641,620	105,277	683
7,000				72,811	6,068	29.14	249,811	20,818	695
5,000				20,845	772	1.35	1,546,457	57,276	696
0,000	21,000			159,750	1,807	7.23	2,208,809	24,984	697

GROUP III. TABLE II.—AMOUNT OF RAILWAY CAPITAL

No.	1 Abbreviated name of road.	2 STOCKS. Amount outstanding.	3 STOCKS. Amount per mile of line.	4 STOCKS. Proportion to total railway capital. 100 × Col. 2 / Col. 15	5 FUNDED DEBT. Amount outstanding. Cols. 8+9+10+11	6 FUNDED DEBT. Amount per mile of line
	Total—Group III.....	*Dollars.* 632,993,041	*Dollars.* 29,854	*Per ct.* 44.28	*Dollars.* 715,829,137	*Dollars.* 33,761
699	Addyston & Ohio Riv. R. R.....	50,000	6,945	40.77	.....	.....
700	Alliance & Nn. R. R.....	500,000	20,000	98.07	.....	.....
176	Balt. & Ohio R. R. [1] [Line west of Ohio Riv.]	.....	.....	.....	[2] 17,576,748	[2] 66,685
702	Balt. & Ohio & Chic. R. R.....	1,503,450	5,662	12.46	([4])	.....
703	Akron & Chic. Jctn. R. R.....	2,250,000	29,351	58.32	1,500,000	19,567
704	Cent. Ohio R. R.....	2,859,900	19,884	53.36	2,500,000	17,382
705	Sdsky., Mansf. & Newk. R. R.	1,068,400	9,191	30.80	2,300,000	19,785
708	Newk., Somerset & Stsv. R. R...	1,026,500	21,981	41.00	800,000	17,126
709	Pittsb. & Wn. Ry.....	12,980,000	61,633	44.23	13,351,772	63,398
711	Pittsb., Clev. & Tol. R. R.....	3,000,000	38,860	49.38	2,400,000	31,088
714	Vy. Ry. (of Ohio) [5].....	.....	.....	.....	14,176	161
715	Balt. & Ohio S. Wn. R. R.....	5,000,000	17,804	13.77	30,600,000	108,963
718	Beaver & Ellwood R. R.....	50,000	16,667	92.78	.....	.....
720	Bellaire, Zanesv. & Cin. Ry.....	1,627,910	15,999	62.25	954,000	9,376
723	Cent. Un. Depot & Ry. Co. of Cin.	712,500	494,792	74.03	250,000	173,611
725	Chic. & S. Bend R. R. [6].....	50,000	15,385	80.65	12,000	3,692
727	Chic. & W. Mich. Ry.....	7,511,800	13,084	47.45	7,786,000	13,562
729	Det., Lans. & Nn. R. R.....	4,335,600	19,568	52.28	3,442,000	15,534
731	Sag. & Wn. R. R.....	4,500	105	.79	566,000	13,296
732	Sag. Vy. & St. L. R. R.....	264,804	7,459	30.58	446,000	12,563
733	Sag. & Gr. Rap. R. R.....	70,000	19,444	100.00	.....	.....
734	Gr. Rap. Tr. & Jctn. R. R.....	5,000	5,000	100.00	.....	.....
736	Cin. & Westwood R. R.....	195,000	34,636	59.37	100,000	17,762
737	Cin., Georget. & Ports. R. R.....	400,000	9,524	58.58	252,000	6,000
738	Cin., Ham. & Day. R. R.....	6,216,300	51,824	39.92	8,053,000	67,136
743	Day. & Mich. R. R.....	3,614,493	25,686	49.76	2,728,300	19,388
745	Cin., Day. & Chic. R. R.....	4,000,000	42,463	100.00	.....	.....
746	Cin., Ham. & Indpls. R. R.....	2,500,000	25,422	50.00	2,500,000	25,422
747	Cin., Jack. & Mack. Ry.....	([7])	.....	.....	([7])	.....
748	Cin., Leb. & Nn. Ry.....	992,000	26,348	70.58	372,440	9,892
751	Cin., Ports. & Va. R. R.....	2,160,000	20,056	97.90	.....	.....
753	Clev. & Mari. Ry.....	2,000,000	20,619	67.71	826,287	8,518
754	Clev., Akron & Cols. Ry.....	4,000,000	22,567	54.52	[8] 2,162,959	17,845
755	Clev., Cant. & Su. R. R.....	12,799,459	62,543	65.57	5,203,512	25,426
756	Clev. Belt & Term. R. R. [9].....	3,072,000	467,580	76.39	900,000	36,986
758	Clev., Cin., Chic. & St. L. Ry. [10].... [Line east of Terre Haute, Ind.]	27,495,341	22,771	40.95	34,430,796	28,514
764	Day. & Un. R. R.....	86,300	2,723	22.26	279,080	8,807
765	Mt. Gil. S. Line Ry.....	([11])	.....	.....	([11])	.....
767	Peoria & En. Ry. [12]..... [Line east of Danville, Ill.]	6,412,149	29,289	41.56	8,722,446	39,841
768	Clev., Lor. & Wheel. R. R.....	5,600,000	34,084	84.27	940,000	5,721
769	Cols., Hock. Vy. & Tol. Ry.....	13,696,300	43,602	42.63	16,890,642	53,771
770	Cols., Shawnee & Hock. Ry.....	4,393,134	38,132	43.89	5,193,434	45,078
772	Crawf. & Manistee Riv. Ry.....	50,000	5,000	100.00	.....	.....

[1] See page 294, No. 176, for totals covering entire road.
[2] Includes bonds, $7,744,000, of Balt. & Ohio & Chic. R. R.
[3] On basis of 1,110.24 miles, which includes 570.24 miles of Balt. & Ohio & Chic., Balt. & Parkersburg Brh., Pittsb. & Connellsv., and Wash. Cy. & Pt. Lookout R. Rs.
[4] See note 2. [5] Under receivership.
[6] Report for period, April 15, 1892 to June 30, 1893.
[7] No stock or bonds yet issued.
[8] Includes $127,258 deferred payments—interest on "equipment trust obligations."
[9] Report for six months ending June 30, 1893.
[10] See page 294, No. 758, for totals covering entire road.
[11] Road built by trustees of Mount Gilead Township. No stock or bonds issued.
[12] See page 294, No. 767, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1893—Continued.

9	10	11	12	13	14	15	16	
FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.								No.
Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
61 5,686,336	34,977,239	15,500,981	80,746,390	3,808	5.65	1,429,568,568	67,423	
--			72,656	10,091	59.23	122,656	17,036	699
--			9,859	394	1.93	509,859	20,394	700
48						[1] 17,576,748	[2] 66,685	176
--			10,560,540	39,770	87.54	12,063,990	45,432	702
00			108,570	1,416	2.81	3,858,570	50,334	703
00						5,359,900	37,266	704
00			100,000	860	2.88	3,468,400	29,836	705
00			677,526	14,508	27.05	2,504,026	53,619	708
00	222,375		3,014,408	14,314	10.27	29,346,180	139,346	709
00			675,801	8,754	11.12	6,075,801	78,702	711
--		14,176	307,669	3,496	95.59	321,845	3,657	714
00	19,600,000		713,476	2,541	1.96	36,313,476	129,308	715
--			3,892	1,297	7.22	53,892	17,964	718
00			33,186	326	1.27	2,615,096	25,701	720
00						962,500	668,403	723
--		12,000				62,000	19,077	725
00			531,825	926	3.36	15,829,625	27,572	727
00			515,557	2,327	6.22	8,293,157	37,429	729
00						570,500	13,401	731
00			155,263	4,374	17.92	866,067	24,396	732
--						70,000	19,444	733
--						5,000	5,000	734
00			33,444	5,940	10.18	328,444	58,338	736
00			30,896	735	4.52	682,896	16,259	737
00			1,301,990	10,855	8.36	15,571,290	129,815	738
00	300		921,086	6,545	12.68	7,263,879	51,619	743
--						4,000,000	42,463	745
00						5,000,000	50,844	746
--			125,991	389	100.00	[3] 125,991	389	747
00 172,440			40,966	1,088	2.92	1,405,406	37,328	748
--			46,317	430	2.10	2,206,317	20,486	751
00		236,287	127,185	1,311	4.31	2,953,472	30,448	753
00		[4] 632,959	173,076	976	2.36	[4] 7,336,035	41,388	754
00 286,000		520,512	1,517,021	7,413	7.77	19,519,992	95,382	755
00			49,321	7,507	1.23	4,021,321	612,073	756
96			5,208,440	4,313	7.76	67,134,577	55,598	758
00 1,080	53,000		22,261	702	5.74	387,641	12,232	764
--			16,629	8,315	100.00	[3] 16,629	8,315	765
87	2,564,859		292,699	1,337	1.90	15,427,294	70,467	767
00		90,000	105,037	640	1.58	6,645,037	40,445	768
00		1,187,642	1,537,987	4,896	4.79	32,124,879	102,269	769
94 289,000		1,359,630	422,593	3,668	4.22	10,009,161	86,878	770
--						50,000	5,000	772

[1] See page 254, note 2.
[2] See page 254, note 3.
[3] See page 254, note 7.
[4] See page 254, note 8.
[5] See page 254, note 11.

GROUP III. TABLE II.—AMOUNT OF RAILWAY CAPITA

No.	1	2	3	4	5	6
	Abbreviated name of road.	STOCKS.			FUNDED D	
		Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 / Col. 15	Amount outstanding. Cols. 8+9+10+11	Amo per m of lin
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dolla*
779	Ellwood Con. R. R	50,000	[1] 73,530	78.46		
780	Evansv. & T. Haute R. R	3,000,000	16,377	31.13	5,861,586	31,
781	Evansv. Belt Ry	100,000	22,472	62.68		
782	Evansv. & Indpls. R. R	2,000,000	14,848	43.51	2,515,688	18,
783	Evansv. & Rich. R. R	1,500,000	14,793	50.21	1,400,000	13,
786	Find., Ft. Way. & Wn. R. R				1,440,000	23,
787	Flint & Père Marq. R. R	9,640,200	12,444	45.91	10,249,000	13,
85	Gr. Trunk Ry.: [2]					
790	Chic. & Gr. Trunk Ry	6,600,000	20,214	31.90	12,000,000	36,
791	Gr. Trunk Jctn. Ry	500,000	128,205	10.99	3,872,000	992,
792	Cin., Sag. & Mack. R. R	1,500,000	28,302	45.91	1,680,000	31,
793	Chic., Det. & Can. Gr. Trunk Jctn. Ry.	1,095,000	18,444	38.00	1,786,141	30,
794	Det., Gr. Hav. & Milw. Ry	1,500,000	7,937	19.24	5,426,000	28,
795	Mich. Air Line Ry	300,000	2,841	16.51	1,508,667	14,
796	Tol., Sag. & Musk. Ry	1,600,000	16,667	47.71	1,560,000	16,
797	Hancock & Calumet R. R	350,000	16,196	44.07	400,000	18,
799	Ind. Nn. Ry	20,000	10,000	100.00		
800	Indpls., Dec. & Wn. Ry. [3] [Line in Indiana.]	503,246	6,557	17.01	2,123,168	27,
801	Indpls. Un. Ry	250,000	[4] 265,957	13.12	1,000,000	[4] 1,063,
803	Iron Ry	600,000	28,916	92.58		
805	Ivorydale & Mill Ck. Vy. Ry	100,000	[5] 20,000	100.00		
806	Kanawha & Mich. Ry. [6] [Line north of Ohio Riv.]	4,210,207	60,753	79.80	858,461	12,
807	L. Co. R. R	[7]			[7]	
808	L. Erie & Wn. R. R	23,680,000	33,315	71.06	8,950,000	12,
809	L. Erie, Alliance & Sn. Ry	3,000,000	83,799	58.31	2,035,000	56,
810	L. Shore & Mich. Sn. Ry	50,000,000	58,197	50.67	[8] 45,266,000	[9] 40,
811	Det. & Chic. R. R	1,000,000	14,793	100.00		
812	Det., Hillsd. & S. Wn. R. R	1,350,000	20,706	100.00		
813	Det., Monroe & Tol. R. R	414,100	6,640	100.00	([10])	
814	Ft. Way. & Jack. R. R	2,727,548	27,880	100.00		
815	Jamest. & Frank. R. R	607,243	11,928	23.31	798,000	15
816	Kal. & White Pigeon R. R	230,900	6,314	100.00	([10])	
817	Kal., All. & Gr. Rap. R. R	610,000	10,441	42.07	840,000	14,
818	Mahon. Coal R. R	2,300,000	45,817	60.53	1,500,000	29,
819	Nn. Cent. Mich. R. R	610,000	9,977	28.57	1,525,000	24,
821	Silv. Ck. & Dunk. Ry	85,000	9,759	100.00		
822	Sturgis, Goshen & St. L. R. R	1,000,000	35,361	75.64	322,000	11,
823	Tol. & Ohio Nn. Ry. [11]	522,000	124,286	100.00		
824	Lakeside & Marblch. R. R	150,000	20,408	49.51	137,000	18,
826	Louisv., Evansv., & St. L. Consol. R. R.	4,254,209	11,816	27.75	10,352,927	28,
827	Louisv., New Alb. & Chic. Ry	12,000,000	26,584	45.91	12,800,000	28,
830	Louisv., New Alb. & Cdn. R. R	145,000	12,609	64.76	50,000	4,
832	Manistee & Gr. Rap. R. R. [12]	427,950	15,322	100.00		
837	Mason & Oceana R. R	150,000	5,556	58.83		
838	Mich. Cent. R. R	18,738,204	69,383	48.87	[13] 18,376,000	[14] 27,
839	Battle Ck. & Sturgis Ry	500,000	12,195	50.00	500,000	12,
840	Bay Cy. & Battle Ck. Ry	300,000	16,667	54.54	250,000	13,

[1] Road is .68 mile long; figures are on basis of 1 mile.
[2] Report not filed; inserted to show relation of seven roads following.
[3] See page 294, No. 800, for totals covering entire road.
[4] Road is .94 mile long; figures are on basis of 1 mile.
[5] No mileage owned; figures are on basis of "mileage operated."
[6] See page 294, No. 806, for totals covering entire road.
[7] No stock or bonds issued.
[8] Includes bonds, $924,000 of Det., Monroe & Tol. R. R. and $400,000 of Kal. & White Pig
[9] Figures are on basis of 1,131.34 miles, which includes 272.19 miles of "proprietary com
[10] See note 8.
[11] Road not in operation.
[12] Report for year ending December 31, 1892.
[13] Includes bonds, $3,576,000 of Det. & Bay Cy., $1,500,000 of Gr. Riv. Vy., $700,000 of Kal. and $2,600,000 of Mich. Air Line R. Rs.
[14] On basis of 663.52 miles, which includes 393.45 miles of Det. & Bay Cy., Gr. Riv. Vy., Hav. and Mich. Air Line R. Rs.

F THE YEAR ENDING JUNE 30, 1893—Continued.

	9	10	11	12	13	14	15	16	
	FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
	Designation.								
	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	No.
s.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
				13,727	[1] 20,186	21.54	63,727	[1] 93,716	779
,000			494,586	775,550	4,234	8.05	9,637,136	52,610	780
				59,543	13,380	37.32	159,543	35,852	781
,888				81,316	604	1.77	4,597,004	34,128	782
,000				87,108	859	2.92	2,987,108	29,459	783
,000							1,440,000	23,948	786
,000			200,000	1,111,924	1,435	5.29	21,001,124	27,109	787
									85
,000				2,087,047	6,392	10.09	20,687,047	63,360	790
,000				177,843	[2] 45,601	3.91	4,549,843	1,166,626	791
,000				87,205	1,645	2.67	3,267,205	61,645	792
,141							2,881,141	48,529	793
,000	226,000			869,300	4,599	11.15	7,795,300	41,245	794
,967				8,224	78	.45	1,816,891	17,205	795
,000				193,748	2,018	5.78	3,353,748	34,935	796
,000				44,165	2,044	5.56	794,165	36,750	797
							20,000	10,000	799
,088		400,080		331,576	4,320	11.21	2,957,990	38,541	800
,000				655,655	[3] 697,506	34.40	1,905,655	[3] 2,027,293	801
				48,121	2,319	7.42	648,121	31,225	803
							100,000	[5] 20,000	805
,357			10,104	206,548	2,980	3.92	5,275,216	76,121	806
									807
,000				695,139	978	2.09	33,325,139	46,885	808
,000		1,669,000		109,929	3,071	2.14	5,144,929	143,713	809
,000				3,414,075	3,974	3.46	[6] 98,680,075	[6] 102,182	810
							1,000,000	14,793	811
							1,350,000	20,706	812
							[7] 414,100	6,640	813
							2,727,548	27,880	814
,000				1,200,173	23,574	46.06	2,605,416	51,177	815
							[8] 230,900	6,314	816
,000							1,450,000	24,820	817
,000							3,800,000	75,697	818
,000							2,135,000	34,920	819
							85,000	9,759	821
,000							1,322,000	46,747	822
							522,000	124,286	823
,000				16,008	2,178	5.28	303,008	41,226	824
,225			118,702	722,953	2,008	4.71	15,330,089	42,578	826
,000				1,337,205	2,963	5.12	26,137,205	57,903	827
,000				28,901	2,513	12.91	223,901	19,470	830
							427,950	15,322	832
				104,955	3,887	41.17	254,955	9,443	837
,000				1,233,774	4,568	3.21	[9] 38,347,978	[9] 101,646	838
,000							1,000,000	24,390	839
,000							550,000	30,556	840

[1] See page 256, note 1.
[2] See page 256, note 5.
[3] See page 256, note 8.
[4] See page 256, note 13.
[5] See page 256, note 4.
[6] See page 256, note 7.
[7] See page 256, note 9.
[8] See page 256, note 14.

GROUP III. TABLE II.—AMOUNT OF RAILWAY CAPITAL

No.	1	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
	Abbreviated name of road.	Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 / Col. 15	Amount outstanding. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*
	Mich. Cent. R. R.—Continued.					
841	Can. Sn. Brg. Co	450,000	122,951	15.85	1,000,000	273,224
842	Det. & Bay Cy. R. R.	2,000,000	12,903	100.00	(1)	
844	Gr. Riv. Vy. R. R	491,200	5,862	100.00	(1)	
845	Jack., Lans. & Sag. R. R	2,000,000	6,777	100.00		
846	Joliet & Nn. Ind. R. R.	300,000	6,666	27.26	800,000	17,778
847	Kal. & S. Hav. R. R.	325,400	8,238	100.00	(1)	
848	Mich. Air Line R. R	378,063	3,283	100.00	(1)	
849	Mich., Midl. & Can. R. R.	300,000	20,436	26.78	323,635	22,046
850	Sag. Bay & N. Wn. R. R.	20,000	235	100.00		
852	Tol., Can. Sn. & Det. Ry	1,547,663	27,701	30.00	1,500,000	26,848
853	Middlet. & Cin. Ry	100,000	6,667	24.80		
854	Minl. Range R. R	393,400	23,141	40.79	353,900	20,818
856	New Castle & Butler R. R	20,000	8,000	73.95		
409	N. Y. Cent. & Hud. Riv. R. R.: [2]					
857	Dunk., Allegh. Vy. & Pittsb. R. R.	1,300,000	14,349	29.50	2,900,000	32,009
859	N. Y., Chic. & St. L. R. R.	30,000,000	59,740	59.31	19,525,000	38,890
860	Chic. & State Line R. R	1,500,000	150,602	100.00		
428	N. Y., L. Erie & Wn. R. R.: [3]					
861	N. Y., Pa. & Ohio R. R	44,999,350	105,274	27.08	120,452,595	281,793
862	Clev. & Mahon. Vy. Ry	2,759,791	22,267	42.91	3,467,600	27,978
863	New Castle & Shen. Vy. R. R.	292,250	18,040	53.08	250,000	15,432
864	Sharon Ry	453,350	27,796	73.00	164,000	10,055
865	Westerman Coal & Iron R. R. [4]					
867	Chic. & Erie R. R	100,000	400	.43	22,493,395	90,129
868	Norf. & Wn. R. R. [5]	5,916,714	43,585	47.77	6,021,954	44,361
	[Line north of Ohio Riv.]					
869	N. Wn. Monroe Ry	41,800	16,720	82.28	9,000	3,600
870	Ohio & Miss. Ry. [6]	9,911,694	38,063	57.70	6,805,105	26,133
	[Line east of Vincennes, Ind.]					
871	Ohio Sn. R. R	3,840,000	25,864	34.71	6,390,303	42,367
872	Pennsylvania Co	21,000,000	(7)	40.00	25,926,055	(7)
873	Calumet Riv. Ry	65,500	14,786	43.82		
874	Clev. & Pittsb. R. R.	11,247,386	56,707	58.31	7,684,500	38,744
877	Indpls. & Vinc. R. R	1,402,000	10,532	19.82	3,102,000	23,304
878	Pittsb., Ft. Way. & Chic. Ry	34,567,616	73,565	72.48	12,410,000	26,411
879	Massillon & Clev. R. R	200,000	16,353	84.06	37,000	3,025
880	New Castle & Beaver Vy. R. R.	700,000	46,729	99.72		
881	Pittsb., Ohio Vy. & Cin. R. R.	300,000	19,646	48.55	300,000	19,646
882	Pittsb., Youngst. & Ashtab. R. R.	3,033,342	24,230	47.30	3,372,000	26,935
883	S. Chic. & Sn. R. R	127,000	12,390	46.72		
884	State Line & Ind. Cy. Ry	90,000	13,678	71.88		
885	Tol., Walh. Vy. & Ohio R. R	2,500,000	19,936	57.43	1,500,000	11,962
886	Cin. & Musking. Vy. Ry	3,997,320	26,927	63.95	1,500,000	10,104
887	Gr. Rap. & Ind. R. R	4,986,081	11,431	22.93	15,008,100	34,498
888	Cin., Rich. & Ft. Way. R. R.	1,709,313	19,968	35.26	1,800,000	21,028
889	Musk., Gr. Rap. & Ind. R. R	1,000	27	.13	750,000	20,353
890	Traverse Cy. R. R	205,000	7,885	31.60	440,000	16,923
891	Pittsb., Cin., Chic. & St. L. Ry	47,988,891	44,304	49.68	44,648,480	41,220
892	Chartiers Ry	645,300	28,353	46.05	500,000	21,968
893	Chartiers Con. R. R.	21,600	[8] 30,000	100.00		
894	Englewood Con. Ry	99,200	42,213	96.05		
895	Little Miami R. R	4,943,100	48,701	76.46	1,500,000	14,778
896	Cols. & Xenia R. R.	1,786,200	32,476	85.54	302,000	5,491
898	Ohio Con. Ry	660,000	201,835	48.38		
899	Pittsb., Wheel. & Ky. R. R	500,950	17,865	54.78	408,000	14,551
901	Pittsb. & Castle Shan. R. R.	481,400	74,062	65.21	[9] 200,000	30,769

[1] See page 256, note 13.
[2] Inserted to show relation of road following.
[3] Inserted to show relation of six roads following.
[4] Private road.
[5] See page 294, No. 868, for totals covering entire road.
[6] See page 294, No. 870, for totals covering entire road.
[7] No figures given because company owns no mileage.
[8] Road is .72 mile long; figures are on basis of 1 mile.
[9] Excludes $30,587, apportioned "to other properties."

OF THE YEAR ENDING JUNE 30, 1893—Continued.

	9	10	11	12	13	14	15	16	
	FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
	Designation.			Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	No.
	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
0,000				1,388,320	379,322	48.92	2,888,320	775,497	841
							[1] 2,000,000	12,903	842
							[1] 491,200	5,862	844
							2,000,000	6,777	845
0,000				360	8	.04	1,100,360	24,452	846
							[1] 325,400	8,238	847
							[1] 378,063	3,283	848
1,635				496,485	33,820	44.32	1,120,120	76,302	849
							20,000	235	850
0,000				2,112,017	37,803	40.93	5,159,680	92,352	852
				303,160	20,210	75.20	403,160	26,877	853
3,000				217,164	12,774	22.52	964,464	56,733	854
				7,047	2,819	26.05	27,047	10,819	855
									409
0,000				207,286	2,288	4.70	4,407,286	48,646	857
5,000				1,060,461	2,112	2.09	50,585,461	100,732	859
							1,500,000	150,602	860
									428
7,988			2,074,607	692,611	1,621	1.42	166,144,556	388,688	861
7,600				204,713	1,652	3.18	6,432,104	51,897	862
0,000				8,358	516	1.51	550,608	33,988	863
4,000				3,690	226	.59	621,040	38,077	864
									865
0,000	300,000	10,000,000	193,395	581,739	2,331	2.51	23,175,134	92,860	867
9,078	528,954		383,922	447,964	3,300	3.62	12,386,632	91,246	868
9,000							50,800	20,320	869
7,179			167,926	460,236	1,768	2.68	17,177,035	65,964	870
7,000			1,203,303	832,847	5,610	7.53	11,063,150	73,841	871
0,000			2,726,055	5,579,101	[2]	10.62	52,505,156	[2]	872
				83,994	18,960	56.18	149,494	33,746	873
6,500	1,408,000			357,702	1,804	1.85	19,289,538	97,255	874
2,090				2,571,386	19,318	36.34	7,075,386	53,154	877
0,000				718,033	1,531	1.50	47,695,649	101,507	878
7,000				925	76	.39	237,925	19,454	879
				1,966	131	.28	701,966	46,860	880
0,000				17,893	1,172	2.90	617,893	40,464	881
2,000				8,633	69	.13	6,413,975	51,234	882
				144,838	14,131	53.28	271,838	26,521	883
				35,207	5,350	28.12	125,207	19,028	884
0,000				353,205	2,817	8.11	4,353,205	34,715	885
0,000				753,741	5,078	12.06	6,251,061	42,109	886
0,000	1,550,717		457,383	1,746,438	4,004	8.03	21,740,619	49,843	887
0,000				1,338,167	15,633	27.61	4,847,480	56,629	888
0,000				18,875	512	2.45	769,875	20,892	889
0,000		190,000		3,750	144	.58	648,750	24,952	890
9,000			419,480	3,955,994	3,652	4.09	96,593,365	89,176	891
0,000				5,966	262	.52	1,151,266	50,583	892
							21,600	[3] 30,000	893
				4,088	1,739	3.95	103,288	43,952	894
0,000				22,104	218	.34	6,465,204	63,697	895
2,000							2,088,200	37,967	896
				704,075	215,313	51.62	1,364,075	417,148	898
8,000				6,284	224	.69	915,234	32,640	899
0,000				56,811	8,740	7.70	[4] 738,211	113,571	901

[1] See page 256, note 13.
[2] See page 258, note 8.
[3] See page 258, note 7.
[4] See page 258, note 9.

GROUP III. TABLE II.—AMOUNT OF RAILWAY CAPITAL A

No.	1	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
	Abbreviated name of road.	Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 / Col. 15	Amount outstanding. Cols. 8+9+15+11	Amount per mile of line.
		Dollars.	*Dollars.*	*Per. ct.*	*Dollars.*	*Dollars.*
902	Pittsb. & L. Erie R. R.	4,000,000	56,394	44.81	4,136,242	58,314
903	Pittsb., McKeespt. & Youghy. R. R.	3,959,650	43,671	51.36	3,750,000	41,359
905	Pittsb. & Moon Run R. R.	100,000	20,000	46.86	100,000	20,000
907	Pittsb., Chartiers & Youghy. Ry.	700,000	43,478	48.90	700,000	43,478
908	Pittsb., Marion & Chic. Ry	500,000	20,000	35.09	896,000	35,840
909	Pittsb., Shen. & L. Erie R. R.	4,800,000	32,223	48.73	4,255,451	28,568
910	Meadv., Conneaut L. & Linesv. R. R.	200,000	8,368	50.00	200,000	8,368
917	Salem R. R.				125,000	18,084
919	T. Haute & Indpls. R. R	1,988,150	24,883	35.53	2,500,000	31,289
922	Tionesta Vy. R. R	100,000	4,546	74.69		
923	Cherry Grove R. R	10,000	909	50.00		
924	Sheff. & Spring Ck. R. R.	10,000	1,053	25.67		
925	Tol. & Ohio Cent. Ry	10,208,000	37,043	63.73	5,073,153	18,410
928	Tol., Ann Arb. & N. Mich. Ry	6,500,000	21,754	39.15	8,452,277	28,287
906	Tol., Cols. & Cin. Ry. [1]					
929	Tol., St. L. & Kans. Cy. R. R. [2] [Line in Indiana and Ohio.]	10,263,196	37,839	61.36	6,017,705	22,187
930	Wabash R. R. [3] [Line east of Danville, Ill.]	16,379,674	32,622	39.60	24,139,423	[4] 48,078
932	Eel Riv. R. R	3,000,000	31,847	100.00		
935	Peru & Det. Ry	1,900	204	2.07	90,000	9,678
938	Wheel. & L. Erie Ry	10,500,000	43,249	57.79	6,532,000	27,317
939	Tol. Belt Ry	300,000	71,429	44.91	368,000	87,619
940	Zanesv. & Ohio Riv. Ry	2,000,000	26,624	43.22	2,113,034	28,129

[1] Report for four months ending October 31, 1892. Purchased by and merged in Tol. & Ohi Ry., November 1, 1892.

[2] See page 294, No. 929, for totals covering entire road.

[3] See page 294, No. 930, for totals covering entire road.

[4] On basis of 1,695.20 miles, which includes 101.20 miles of Boone Co. & Boonv. Ry., Br Chillicothe, and St. L., Coun. Bluffs & Om. R. Rs.

E OF THE YEAR ENDING JUNE 30, 1893—Continued.

8	9	10	11	12	13	14	15	16	
FUNDED DEBT.				OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.									No.
nds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	
llars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
138, 242	.....	.....	.....	790, 659	11, 147	8. 86	8, 926, 901	125, 855	902
750, 000	.....	.....	.....	.....	.....	.....	7, 709, 650	85, 030	903
100, 000	.....	.....	.....	13, 419	2, 684	6. 28	213, 419	42. 684	905
700, 000	.....	.....	.....	31, 492	1, 956	2. 20	1, 431, 492	88. 912	907
396, 000	.....	500, 000	.....	28, 955	1, 158	2. 03	1, 424, 955	56, 998	908
800, 000	.....	.....	455, 451	794, 657	5, 335	8. 07	9, 850, 108	66, 126	909
280, 000	.....	.....	.....	.....	.....	.....	400, 000	16, 736	910
125, 000	.....	.....	.....	.....	.....	.....	125, 000	18, 064	917
500, 000	.....	.....	.....	1, 107, 174	13, 857	19. 79	5, 595, 324	70, 029	919
.....	.....	.....	.....	33, 886	1, 540	25. 31	133, 886	6, 086	922
.....	.....	.....	.....	10. 000	909	50. 00	20, 000	1, 818	923
.....	.....	.....	.....	28, 951	3, 047	74. 33	38, 951	4. 100	924
500, 000	.....	.....	573, 153	737, 508	2, 676	4. 60	16, 018, 661	58. 129	925
185, 000	.....	.....	967, 277	1, 652, 238	5, 530	9. 95	16, 604, 515	55, 571	928
.....	.....	.....	.....	.....	.....	.....	.....	.....	906
115, 935	601, 770	.....	.....	449, 586	1, 658	2. 68	16, 730, 487	61, 684	929
139, 423	.....	.....	.....	847, 414	1, 688	2. 05	41, 366, 511	[1] 82, 388	930
.....	.....	.....	.....	.....	.....	.....	3, 000, 000	31, 847	933
90, 000	.....	.....	.....	.....	.....	.....	91, 900	9, 882	935
32, 000	.....	.....	.....	1, 037, 879	4, 275	5. 71	18, 169, 879	74, 841	938
68, 000	.....	.....	.....	.....	.....	.....	668, 000	159, 048	939
00, 000	.....	.....	113, 034	514, 109	6, 844	11. 11	4, 627, 143	61, 597	940

[1] See page 260, note 4.

GROUP IV. TABLE II.—AMOUNT OF RAILWAY CAPITAL A

No.	1 Abbreviated name of road.	2 STOCKS. Amount outstanding.	3 STOCKS. Amount per mile of line.	4 STOCKS. Proportion to total railway capital. 100 × Col. 2 / Col. 15	5 FUNDED DEBT. Amount outstanding. Cols. 8+9+10+11	6 FUNDED DEBT. Amount per mile of line.	P
	Total—Group IV	*Dollars.* 210,553,501	*Dollars.* 20,179	*Per ct.* 43.09	*Dollars.* 245,323,118	*Dollars.* 23,511	
942	Aberdeen & W. End R. R	88,300	2,968	63.39	50,000	1,681	
945	Atl. & Danv. Ry	5,754,860	20,384	50.48	5,265,960	18,653	
946	Atl. & N. C. R. R	1,797,500	18,921	84.63	325,000	3,421	
947	Atl. Coast Line Assn	7,995,450	8,510	36.17	12,371,525	13,168	
954	N. En. R. R. of S. C.: [1]						
955	Cent. R. R. of S. C	170,000	4,250	36.17	300,000	7,500	
959	Wilm. & Weldon R. R.: [1]						
960	Wilm., Col. & Aug. R. R	960,000	4,930	37.50	1,600,000	8,216	
964	Col., Newb. & Laurens R. R	500,000	7,874	38.59	727,000	11,449	
176	Balt. & Ohio R. R.: [2]						
967	Winch. & Strasb. R. R	600,000	31,579	100.00			
968	Big Stone Gap & Powell's Vy. Ry	60,060	13,333	88.10			
971	Cape Fear & Yad. Vy. Ry	1,972,900	6,012	26.81	4,922,700	15,000	
972	S. C. Pac. Ry	100,000	9,524	48.88	104,600	9,962	
973	Car., Knoxv. & Wn. Ry	200,000	13,333	48.49	200,000	13,333	
974	Car. Midl. Ry	540,000	9,818	42.12	683,000	12,418	
975	Carthage R. R	16,050	1,605	33.68			
976	Charleston & Sav. Ry	500,000	4,873	12.13	3,477,000	33,889	
980	Ashley Riv. R. R	60,200	5,931	63.34	33,500	3,301	
981	Charleston, Cin. & Chic. R. R	7,345,000	[3] 34,454	48.65	7,345,000	[3] 34,454	
983	Charleston, Sumter & Nn. R. R	1,328,000	8,818	30.42	2,285,022	15,173	
984	Ches. & Ohio Ry. [4] [Line east of Huntington, W. Va.]	43,823,291	50,705	48.74	[5] 43,568,150	50,410	
985	Danv. & Wn. Ry	368,600	4,915	24.92	1,052,000	14,027	
986	Danv., Mocksv. & S. Wn. R. R	50,300	6,288	25.24			
990	Farmv. & Powhatan R. R	960,850	10,024	51.14	[6] 820,854	8,563	
991	Georget. & Wn. R. R	400,000	11,111	63.54	200,000	5,555	
993	Green Pond, Walterb. & Branchv. Ry.	60,000	5,000	71.34	15,000	1,250	
806	Kanawha & Mich. Ry. [7] [Line south of Ohio Riv.]	5,789,793	60,753	79.81	1,180,539	12,388	
1001	Norf. & Car. R. R	1,500,000	13,673	50.57	1,320,000	12,033	
1002	Norf. & Ocean V. R. R	[8] 42,000	5,250	98.73	(9)		
1003	Norf. & Sn. R. R	2,000,000	18,760	75.32	625,000	5,862	
868	Norf. & Wn. R. R. [10] [Line south of Ohio Riv.]	51,583,286	43,585	47.77	52,500,790	44,361	
1007	Ohio Riv. R. R	5,915,400	28,349	54.21	4,640,596	22,246	
1011	Palmetto R. R	300,000	16,483	59.58			
481	Pennsylvania R. R.: [11]						
550	Phila., Wilm. & Balt. R. R.: [2]						
1013	Wash. Sn. Ry. (of Va.)	1,000,000	28,843	47.29	1,000,000	28,843	
1015	Port Roy. & Aug. Ry. [12]						
1016	Pot., Fredsb. & Piedmont R. R	460,000	12,105	54.82	317,333	8,351	
1017	Powellton & Pocahontas Ry	1,300	191	100.00			
1019	Rich. & Danv. R. R	5,000,000	34,357	15.39	17,139,800	117,775	
1020	Ashev. & Spartanb. R. R	1,050,000	15,933	49.26	715,000	10,850	
1021	Charl., Col. & Aug. R. R	2,578,000	13,531	44.75	3,000,000	15,745	
1022	Atl., Tenn. & Ohio R. R	400,000	9,091	72.64	150,000	3,409	
1023	Cheraw & Chester N. G. R. R	273,500	9,563	73.25	100,000	3,496	
1024	Chester & Lenoir N. G. R. R	348,000	3,501	57.00	262,500	2,641	

[1] Report not filed; inserted to show relation of road following.
[2] Inserted to show relation of road following.
[3] Covers also 135.50 miles of graded line.
[4] See page 294, No. 984, for totals covering entire road.
[5] Excludes group portion of $266,200, apportioned "to other properties."
[6] Includes interest on "equipment trust obligations."
[7] See page 294, No. 806, for totals covering entire road.
[8] Excludes $8,000, apportioned "to other properties."
[9] Entire funded debt, $28,000 apportioned "to other properties."
[10] See page 294, No. 868, for totals covering entire road.
[11] Inserted to show relation of two roads following.
[12] Report of Receiver for period, April 26 to June 30, 1896.

DGE OF THE YEAR ENDING JUNE 30, 1893—Continued.

8	9	10	11	12	13	14	15	16	
FUNDED DEBT.				OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.				Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100×Col 12 / Col. 15	Total railway capital. Cols. 2+3+12	Amount per mile of line. Cols. 3+6+13	No.
Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
Dollars. 229, 638, 146	*Dollars.* 8, 267, 150	*Dollars.* 10, 638, 700	*Dollars.* 5, 779, 122	*Dollars.* 32, 764, 289	*Dolls.* 3, 140	*Per cent.* 6. 71	*Dollars.* 488, 640, 908	*Dollars.* 46, 830	
50, 000				1, 000	33	.72	139, 300	4, 682	942
4, 952, 000			313, 960	379, 798	1, 345	3. 33	11, 400, 648	40, 382	945
225, 000				1, 501	16	.07	2, 124, 001	22, 358	946
9. 491, 525	2, 880, 000			1, 739, 888	1, 852	7. 87	22, 106, 863	23, 530	947
									954
300, 000				25	1	(1)	470, 025	11, 751	955
									959
1. 600, 000							2, 560, 000	13, 146	960
706, 000		21, 000		68, 505	1, 079	5. 29	1, 295, 505	20, 402	964
									176
							600, 000	31, 579	967
				8, 103	1, 801	11. 90	68, 103	15, 134	968
3. 054, 000		1, 868, 700		464, 053	1, 414	6. 30	7, 359, 653	22, 426	971
104, 600							204, 600	19, 426	972
280, 000				12, 500	834	3. 02	412, 500	27, 500	973
883, 000				59, 186	1, 076	4. 62	1, 282, 186	23, 312	974
				31, 601	3, 160	66. 32	47, 651	4, 765	975
1. 477, 000		2, 000, 000		146, 433	1, 427	3. 55	4, 123, 433	40, 189	979
33, 500				1, 340	132	1. 41	95, 040	9, 364	980
7. 345, 000				406, 457	[2] 1, 907	2. 70	15, 096, 457	[2] 70, 815	981
2, 062, 000			203, 022	752, 093	4, 994	17. 23	4, 365, 115	28, 985	983
[3] 43. 283, 468			284, 682	2, 518, 100	2, 913	2. 80	[3] 89, 909, 541	104, 028	984
1, 052, 000				58, 606	781	3. 96	1, 479, 206	19, 723	985
				148, 963	18, 620	74. 76	199, 263	24, 908	986
320, 000		500, 000	[4] 854	97, 049	1, 012	5. 17	[4] 1, 878, 753	19, 599	990
200, 000				29, 579	822	4. 69	629, 579	17, 488	991
15, 000				9, 104	759	10. 82	84, 104	7, 009	993
1, 166, 643			13, 896	284, 042	2, 980	3. 92	7, 254, 374	76, 121	806
1, 330, 000				146, 110	1, 332	4. 93	2, 966, 110	27, 038	1001
				540	68	1. 27	[5] 42, 540	5, 318	1002
625, 000				30, 260	284	1. 14	2, 655, 260	24, 906	1003
44, 542, 122	4, 611, 546		3, 347, 122	3, 905, 456	3, 300	3. 61	107, 989, 532	91, 246	868
4, 598, 000			42, 596	355, 695	1, 705	3. 26	10, 911, 691	52, 294	1007
				203, 547	11, 184	40. 42	503, 547	27, 667	1011
									481
									550
1, 000, 000				114, 876	3, 314	5. 42	2, 114, 876	61, 000	1013
				30, 651	273	100. 00	30, 651	273	1015
317, 333				61, 733	1, 625	7. 36	839, 066	22, 081	1016
							1, 300	191	1017
16, 402, 760			737, 040	10, 350, 723	71, 125	31. 86	32, 490, 523	223, 257	1019
715, 000				366, 822	5, 566	17. 20	2, 131, 822	32, 349	1020
3, 000, 000				183, 107	961	3. 17	5, 761, 107	30, 237	1021
150, 000				681	15	.12	550, 681	12, 515	1022
100, 000							373, 500	13, 059	1023
262, 500							610, 500	6, 142	1024

[1] Less than .01 per cent.
[2] See page 262, note 5.
[3] See page 262, note 3.
[4] See page 262, note 6.
[5] See page 262, notes 8 and 9.

GROUP IV. TABLE II.—AMOUNT OF RAILWAY CAPITAL A

No.	1	2	3	4	5	6	
	Abbreviated name of road.	STOCKS.			FUNDED DEBT.		
		Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 / Col. 15	Amount outstanding. Cols. 8+9+10+11	Amount per mile of line.	
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*	
	Rich. & Danv. R. R.—Continued.						
1025	Col. & Greenv. R. R.	2,000,000	10,050	35.42	3,000,000	15,075	
1026	Laurens Ry.[1]						
1027	Spartanb., Un. & Col. R. R.	1,000,000	14,706	59.00	1,000,000	14,706	
1028	High Pt., Ran., Ashb. & Sn. R. R.	250,000	8,990	33.86	402,000	14,455	
1029	Milton & Sutherlin R. R.	69,950	10,762	72.90	26,000	4,000	
1030	N. C. R. R.	4,000,000	17,921	93.47			
1031	N. C. Midl. R. R.	650,000	24,895	59.25	390,000	14,937	
1032	N. Wn. N. C. R. R.	1,440,600	14,384	41.72	1,500,000	14,978	
1033	Oxf. & Clarksv. R. R.	1,000,000	20,276	51.22	750,000	15,207	
1034	Clarksv. & N. C. R. R.[2]	130,000	18,492	47.39	111,000	15,790	
1035	Oxf. & Hend. R. R.	325,000	25,116	56.34	195,000	15,069	
1036	Piedmont R. R.	1,500,000	31,250	60.00	1,000,000	20,833	
1037	Rich. & Mecklenb. R. R.	357,900	11,380	39.27	475,000	15,104	
1038	Rich., York Riv. & Ches. R. R.	497,500	12,756	35.60	900,000	23,077	
1039	State Univ. R. R.	21,800	2,137	100.00			
1040	Statesv. & Wn. R. R.	500,000	24,558	55.72	300,000	14,735	
1041	Va. Midl. Ry.	6,006,144	16,198	31.75	12,500,000	33,711	
1043	Frank. & Pittsylv. R. R.	200,000	6,689	66.67	100,000	3,344	
1044	Wash., Ohio & Wn. R. R.	1,500,000	29,928	42.49	1,875,000	37,411	
1045	Wn. N. C. R. R.	8,000,000	26,066	45.21	7,966,000	25,956	
1046	Yadkin R. R.	625,000	15,181	46.92	615,000	14,938	
1047	Rich., Fredsb. & Pot. R. R.	2,738,650	33,362	68.02	1,120,891	13,654	
1048	Potomac R. R.	101,000	59,412	45.35	121,712	71,595	
1049	Rich., Fredsb. & Pot. & Rich. & Petersb. R. R. Con. Co.	200,000	160,000	99.97			
1054	Seaboard & Roanoke R. R.	1,302,900	16,026	29.49	3,090,604	38,015	
1055	Roanoke & Tar Riv. R. R.	5,150	159	1.94	260,000	8,050	
1056	Car. Cent. R. R.	1,200,000	4,535	19.42	4,700,000	17,763	
1057	Wilm. Ry. Brg. Co.	40,000	16,667	16.00	210,000	87,500	
1059	Ral. & Gaston R. R.	1,500,000	15,464	59.39	1,000,000	10,309	
1061	Durham & Nn. Ry.	290,100	6,874	65.14	150,000	3,555	
1062	Ga., Car. & Nn. Ry. (lessee) ... Ga., Car. & Nn. Ry. (lessor) ...	535,300	2,011	7.98	5,360,000	20,135	
1063	Seaboard Air Line Belt R. R.[3]	50,000	6,173	9.12			
1064	Ral. & Aug. Air Line R. R.	873,600	8,144	38.54	1,000,000	9,322	
1066	S. Atl. & Ohio R. R.	1,110,000	15,857	30.29	1,960,260	28,004	
1067	S. Bound R. R.	2,033,000	15,056	45.82	2,160,831	16,002	
1068	S. C. Ry.	4,204,160	17,090	29.43	8,975,131	36,484	
1069	Car., Cumb. Gap & Chic. R. R.	501,937	20,914	34.76	925,000	38,542	
1070	Suffolk & Car. Ry.	400,000	10,256	72.07	140,000	3,590	
1071	Suffolk Lum. Co.'s R. R.[4]						
1076	Vy. R. R. (of Va.)	2,712,200	44,463	75.95	750,000	12,295	
1079	W. Va. & Pittsb. R. R.	3,400,000	21,522	43.20	4,127,820	26,129	
1080	W. Va. Cent. & Pittsb. Ry.	[5] 89,000	727	2.58	3,000,000	24,510	
1081	Piedmont & Cumb. Ry.	650,000	22,238	50.00	650,000	22,237	
1082	Wheel. Brg. & Term. Ry.	1,500,000	212,164	28.46	3,500,000	495,049	
1084	Wilm., Onslow & E. Car. R. R.	1,000,000	19,940	57.28	718,000	14,317	
1086	Winifrede R. R.	150,000	20,188	90.09			

[1] Owned by Col. & Greenv. R. R. Co.; no stock or bonds issued.
[2] Report for eight months ending June 30, 1893.
[3] Report for period, July 28, 1892, to June 30, 1893.
[4] Private lumber road.
[5] Excludes $5,911,000, apportioned "to other properties."

OF THE YEAR ENDING JUNE 30, 1893—Continued.

	9	10	11	12	13	14	15	16	
	FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
	Designation.								No.
ds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100×Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	
ars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
00, 000	.....	.....	.....	646, 720	3, 250	11. 45	5, 646, 720	28, 375	1025
.....	.....	.....	.....	.....	.....	.....	.....	.....	1026
00, 000	.....	.....	.....	.....	.....	.....	2, 000, 000	29, 412	1027
02, 000	.....	.....	.....	86, 356	3, 105	11. 69	738, 356	26, 550	1028
26, 000	.....	.....	.....	.....	.....	.....	95, 950	14, 762	1029
.....	.....	.....	.....	279, 536	1, 253	6. 53	4, 279, 536	19, 174	1030
80, 000	.....	.....	.....	56, 950	2, 181	5. 19	1, 096, 950	42, 013	1031
00, 000	.....	.....	.....	512, 962	5, 122	14. 85	3, 453, 562	34, 484	1032
50, 000	.....	.....	.....	202, 333	4, 102	10. 36	1, 952, 333	39, 585	1033
11, 000	.....	.....	.....	33, 328	4, 741	12. 15	274, 328	39, 023	1034
95, 000	.....	.....	.....	56, 892	4, 397	986	576, 892	44, 582	1035
00, 000	.....	.....	.....	.....	.....	.....	2, 500, 000	52, 083	1036
75, 000	.....	.....	.....	78, 474	2, 495	8. 61	911, 374	28, 979	1037
00, 000	.....	.....	.....	.....	.....	.....	1, 397, 500	35, 833	1038
.....	.....	.....	.....	.....	.....	.....	21, 800	2, 137	1039
00, 000	.....	.....	.....	97, 384	4, 783	10. 85	897, 384	44, 076	1040
89, 000	.....	11, 000	.....	409, 485	1, 104	2. 17	18, 915, 629	51, 013	1041
00, 000	.....	.....	.....	.....	.....	.....	300, 000	10, 033	1043
50, 000	.....	625, 000	.....	154, 777	3, 088	4. 39	3, 529, 777	70, 427	1044
66, 000	.....	.....	.....	1, 729, 483	5, 635	9. 77	17, 695, 483	57, 657	1045
15, 000	.....	.....	.....	91, 988	2, 234	6. 91	1, 331, 988	32, 353	1046
20, 891	.....	.....	.....	166, 501	2, 028	4. 14	4, 026, 042	49. 044	1047
21, 712	.....	.....	.....	.....	.....	.....	222, 712	131, 007	1048
.....	.....	.....	.....	68	54	.03	200, 068	160, 054	1049
00, 000	775, 604	.....	315, 000	25, 320	311	.57	4, 418, 824	54, 352	1054
80, 000	.....	.....	.....	.....	.....	.....	265, 150	8, 209	1055
00, 000	.....	2, 700, 000	.....	278, 432	1, 052	4. 50	6, 178, 432	23, 350	1056
10, 000	.....	.....	.....	.....	.....	.....	250, 000	104, 167	1057
00, 000	.....	.....	.....	25, 877	267	1. 02	2, 525, 877	26, 040	1059
50, 000	.....	.....	.....	5, 224	124	1. 17	445, 324	10, 553	1061
.....	.....	.....	.....	55, 190	199	100. 00	55, 190	199	1062
80, 000	.....	.....	.....	809, 872	3, 042	12. 08	6, 705, 172	25, 188	1062
.....	.....	.....	.....	498, 000	61, 481	90. 88	548, 000	67, 654	1063
00, 000	.....	.....	.....	392, 942	3, 663	17. 34	2, 266, 542	21, 129	1064
50, 000	.....	.....	110, 260	594, 273	8, 489	16. 21	3, 664, 533	52, 350	1066
33, 000	.....	.....	127, 831	243, 720	1, 805	5. 49	4, 437, 551	32, 863	1067
82, 092	.....	2, 538, 000	155, 039	1, 106, 274	4, 497	7. 75	14, 285, 565	58, 071	1068
50, 000	.....	375, 000	.....	17. 120	713	1. 19	1, 444, 057	60, 169	1069
40, 000	.....	.....	.....	15, 017	385	2. 71	555, 017	14, 231	1070
.....	.....	.....	.....	.....	.....	.....	.....	.....	1071
50, 000	.....	.....	.....	108, 898	1, 785	3. 05	3, 571, 098	58, 543	1076
00, 000	.....	.....	127, 820	341, 482	2, 161	4. 34	7, 869, 302	49, 812	1079
00, 000	.....	.....	.....	[1] 360, 806	2, 948	10. 46	[2] 3, 449, 806	28, 185	1080
50, 000	.....	.....	.....	.....	.....	.....	1, 300, 000	44, 475	1081
00, 000	.....	.....	.....	270, 030	38, 194	5. 12	5, 270, 030	745, 407	1082
18, 000	.....	.....	.....	27, 948	558	1. 60	1, 745, 948	34, 815	1084
.....	.....	.....	.....	16, 500	2, 221	9. 91	166, 500	22, 409	1086

[1] Excludes $20,591, apportioned "to other properties."
[2] Excludes $5,931,591, apportioned "to other properties."

GROUP V. TABLE II.—AMOUNT OF RAILWAY CAPITAL A

No.	1 Abbreviated name of road.	2 STOCKS. Amount outstanding.	3 STOCKS. Amount per mile of line.	4 STOCKS. Proportion to total railway capital. 100 × Col. 2 / Col. 15	5 FUNDED DEBT. Amount outstanding. Cols. 8+9+10+11	6 FUNDED DEBT. Amount per mile of line.	P t r c
	Total—Group V	*Dollars.* 329,724,237	*Dollars.* 19,603	*Per ct.* 40.86	*Dollars.* 429,349,204	*Dollars.* 25,528	
1088	Abbeville & Waycross R. R	75,000	4,054	87.21	11,000	595	
1089	Ala. & Vicksb. Ry	700,000	4,882	22.62	2,288,357	15,950	
1090	Ala. Gt. Sn. R. R	11,210,350	36,578	67.55	5,027,390	16,403	
1091	Ala. Midl. Ry	4,225,000	20,340	49.91	3,300,000	15,887	
1098	Atlanta & W. Pt. R. R	1,232,200	14,378	47.84	1,232,200	14,378	
1102	Birm. & Atl. R. R	1,000,000	30,395	66.34	400,000	12,158	
1104	Birm., Selma & N. O. Ry	200,000	9,524	95.11			
1105	Birm., Sheff. & Tenn. Riv. Ry	3,275,000	27,519	46.99	2,975,000	24,996	
1111	Bruns. & Wn. R. R	5,000,000	29,343	43.78	6,000,000	35,211	
1115	Cent. R. R. & Bkg. Co. of Ga	7,500,000	24,041	20.65	[1] 28,814,000	[2] 24,974	
1117	Eatonton Brh. R. R	167,900	7,995	100.00			
1118	Mobile & Girard R. R	1,269,707	10,407	100.00	([3])		
1122	S. Wn. R. R. of Ga	5,191,100	15,589	100.00			
1125	Chatt. Sn. Ry	1,440,000	16,142	47.23	1,452,487	16,281	
1127	Ches. & Nashv. Ry						
984	Ches. & Ohio Ry. [4] [Line west of Huntington, W. Va.]	16,982,109	50,705	48.74	[5] 16,883,238	50,410	
1128	Ky. & S. Atl. Ry	150,000	7,716	55.51	110,000	5,659	
1131	Cin. & Ky. Sn. R. R	200,000	15,385	100.00			
1132	Cin., N. O. & Tex. Pac. Ry	3,000,000	[6] 8,931	73.34	215,096	[6] 640	
1133	Cin. Sn. Ry	([7])			[8] 18,610,000	55,400	
1135	Cols. Sn. Ry	1,305,000	14,867	51.85	1,067,500	12,389	
1138	Dover & Statesboro R. R. [9]	50,000	5,000	50.00	50,000	5,000	
1140	E. & W. R. R. of Ala. [10]						
1141	E. Tenn. & Wn. N. C. R. R	501,900	16,190	54.82	250,000	8,064	
1142	E. Tenn., Va. & Ga. Ry. [11]	57,000,000	45,728	56.66	39,000,000	31,288	
1444	Knoxv. & Ohio R. R	1,122,200	17,185	35.94	2,000,000	30,628	
1146	Memph. & Charleston R. R	5,312,725	18,194	45.96	5,618,605	19,242	
1147	En. Ky. Ry	[12] 2,645,563	73,488	97.74			
1150	Fla. Cent. & Penin. R. R	24,500,000	36,628	76.46	[13] 7,061,155	10,556	
1151	E. Fla. & Atl. R. R. [14]						
1154	Gadsden & Attalla Un. Ry. [15]	150,000	13,636	100.00			
1156	Georgia R. R				60,842	[16] 201	
1157	Ga. R. R. & Bkg. Co	4,200,000	13,861	61.59	2,500,000	8,251	
1158	Gainesv., Jeff. & Sn. R. R	260,337	4,005	28.33	360,000	5,539	
1159	Un. Pt. & White Plains R. R	32,500	2,708	27.81	84,000	7,000	
1161	Ga. Midl. & Gulf R. R	1,245,000	12,500	33.02	2,425,277	24,350	
1162	Ga. Sn. & Fla. R. R				3,420,000	12,000	
1167	Gulf & Chic. R. R	400,000	6,400	99.85			
1171	Hartwell R. R. [17]	21,000	2,079	34.75	20,000	1,980	
1173	Ill. Cent. R. R. [18] [Line south of Cairo, Ill.]	7,033,682	[19] 30,816	42.42	[20] 8,712,762	[19] 38,172	

[1] Includes bonds, $1,590,000 of Mobile & Girard R. R.
[2] On basis of 1,153.73 miles, which includes 841.76 miles of Montg. & Eufaula Ry., Sav. & W
bile & Girard and Sav. & Atl. R. Rs. [3] See note 1.
[4] See page 294, No. 984, for totals covering entire road.
[5] Excludes group portion of $266,200, apportioned "to other properties."
[6] On basis of 335.92 miles "operated," exclusive of "trackage rights;" no mileage "owned.
[7] Road built and owned by city of Cincinnati. [8] Municipal bonds.
[9] Report of Receiver for period, February 12 to June 30, 1893.
[10] Report of Receiver. [11] Report for period, June 25, 1892 to June 30, 1893.
[12] Excludes $831,737, apportioned "to other properties."
[13] Covers also 114 miles under construction.
[14] Owns 16 miles of railroad; no data given for this Table.
[15] Report for five months ending June 1, 1893.
[16] On basis of 303 miles "operated."
[17] Financial report for five months ending November 30, 1892.
[18] See page 294, No. 1173, for totals covering entire road.
[19] On basis of 1,622.55 miles, which includes 917.05 miles of "proprietary companies."
[20] Includes bonds, $1,750,000 of Cant., Aberd. & Nashv., $2,900,000 of Yazoo & Miss.
$8,266,000 of Chic., St. L. & N. O. R. Rs.

CLOSE OF THE YEAR ENDING JUNE 30, 1893—Continued.

8	9	10	11	12	13	14	15	16	
FUNDED DEBT.				OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.									No.
Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100×Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
378,721,983	24,512,675	21,096,910	5,018,636	47,841,327	2,844	5.93	806,914,768	47,973	
11,000							86,000	4,649	1088
2,288,357				106,314	741	3.43	3,094,671	21,582	1089
4,723,260			294,030	358,850	1,171	2.16	16,596,590	54,152	1090
3,366,000				939,214	4,521	11.10	8,464,214	40,748	1091
1,232,200				111,065	1,296	4.32	2,575,485	30,052	1098
400,000				107,266	3,261	7.12	1,507,266	45,814	1102
				10,292	490	4.89	210,292	10,014	1104
2,975,000				719,889	6,049	10.33	6,969,889	58,566	1105
3,000,000		3,000,000		421,135	2,471	3.69	11,421,135	67,025	1111
18,334,000	10,480,000						[1] 36,314,000	[2] 49,015	1115
							167,900	7,995	1117
							1,269,707	10,407	1118
							5,191,100	15,589	1122
1,448,000			12,487	156,294	1,752	5.13	3,048,781	34,175	1125
				[3] 312,446	8,711	100.00	312,446	8,711	1127
16,772,920			110,318	975,797	2,913	2.80	[4] 34,841,144	104,028	984
110,000				10,228	526	3.78	270,228	13,901	1128
							200,000	15,385	1131
			215,096	875,467	[5] 2,606	21.40	4,090,563	[5] 12,177	1132
18,610,000				2,701,489	8,042	12.68	[6] 21,311,489	63,442	1133
1,087,500				124,388	1,417	4.94	2,516,888	28,673	1135
50,000							100,000	10,000	1138
				879,851	7,445	100.00	879,851	7,445	1140
250,000				163,646	5,279	17.87	915,546	29,533	1141
30,000,000				4,605,668	3,695	4.57	100,605,668	80,711	1142
2,000,000							3,122,200	47,813	1144
5,524,000			94,605	627,992	2,151	5.43	11,559,322	39,587	1146
				61,149	1,698	2.26	[7] 2,706,712	75,186	1147
[8] 6,810,000			251,155	484,715	725	1.51	[8] 32,045,870	47,909	1150
									1151
							150,000	13,636	1154
			60,842	1,240,347	[9] 4,093	95.33	1,301,189	[9] 4,294	1156
	2,500,000			119,692	395	1.75	6,819,692	22,507	1157
360,000				298,676	4,595	32.50	919,013	14,139	1158
84,000				364	31	.31	116,864	9,739	1159
1,650,000		741,000	34,277	100,223	1,006	2.66	3,770,500	37,856	1161
3,420,000				497,097	1,744	12.69	3,917,097	13,744	1162
				585	9	.15	400,585	6,409	1167
20,000				19,440	1,925	32.16	60,440	5,984	1171
1,922,587	6,790,175			834,471	[10] 3,636	5.03	[11] 16,580,915	[10] 72,644	1173

[1] See page 266, note 1.
[2] See page 266, note 2.
[3] Includes $310,000 purchase money under foreclosure sale.
[4] See page 266, note 5.
[5] See page 266, note 6.
[6] See page 266, notes 7 and 8.
[7] See page 266, note 12.
[8] See page 266, note 13.
[9] See page 266, note 16.
[10] See page 266, note 19.
[11] See page 266, note 20.

GROUP V. TABLE II.—AMOUNT OF RAILWAY CAPITAL AT TH

No.	1 Abbreviated name of road.	2 STOCKS. Amount outstanding.	3 STOCKS. Amount per mile of line.	4 STOCKS. Proportion to total railway capital. 100×Col.2 / Col. 15	5 FUNDED DEBT. Amount outstanding. Cols. 8+9+10+11	6 FUNDED DEBT. Amount per mile of line.	7 FUNDED DEBT. Proportion to total railway capital. 100×Col.5 / Col. 15
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*	*Per ct.*
	Ill. Cent. R. R.—Continued. [Line south of Cairo, Ill.]						
1174	Cant., Aberd. & Nashv. R. R	830,500	9,449	74.10	(1)		
1175	Chic., St. L. & N. O. R. R.	10,000,000	15,011	37.84	[2] 16,234,000	24,370	61.44
1176	Yazoo & Miss. Vy. R. R.	5,643,400	5,955	12.68	[3] 35,936,000	37,922	80.73
1177	Indn. Spgs. & Flovilla R. R.	25,000	10,000	82.95			
1181	Jacksonv., Tampa & Key W. Ry.	3,010,000	15,050	23.38	7,733,625	38,668	60.07
1182	Fla. Sn. R. R.	1,725,000	7,115	37.92	2,785,200	11,489	61.22
1586	Kans. Cy., Ft. Scott & Memph. R. R.: [4]						
1186	Kans. Cy., Memph. & Birm. R. R.	5,956,000	21,535	39.45	8,942,500	32,334	59.24
1190	Ky. Un. Ry. [5]						
1194	Knoxv., Cumb. Gap & Louisv. R. R.	2,955,000	36,125	50.40	2,150,000	26,283	36.67
1197	Louisv. & Nashv. R. R. [6]	47,490,525	[7] 25,053	39.14	69,678,315	[7] 36,759	57.42
	[Line south of Ohio Riv.]						
1198	Ala. Minl. R. R	1,969,000	15,764	38.46	3,150,000	25,218	61.54
1199	Birm. Minl. R. R	2,427,600	15,061	38.19	3,929,000	24,377	61.80
1200	Elkton & Guthrie R. R	47,372	4,338	65.05	25,000	2,290	34.33
1201	Glasgow R. R	247,525	23,574	78.95	66,000	6,286	21.05
1202	Louisv. Ry. Tr. Co	100,000	24,213	25.91	286,000	69,249	74.09
1203	Mammoth Cave R. R	100,000	10,870	48.85	100,000	10,870	48.85
1204	Mobile & Montg. Ry	2,950,800	16,532	47.69	2,948,000	16,516	47.65
1205	Nashv. & Dec. R. R	2,284,582	19,160	51.86	2,100,000	17,612	47.67
1206	Nashv., Flor. & Sheff. Ry	872,355	8,322	26.00	2,096,000	19,994	62.47
1207	Nn. Div. Cumb. & Ohio R. R	544,752	20,387	45.11	250,000	9,356	20.70
1208	Owensboro & Nashv. Ry	1,156,525	13,127	48.97	1,200,000	13,621	50.80
1209	Shelby R. R	600,000	31,413	91.96	50,000	2,618	7.66
1210	S. & N. Ala. R. R.	3,481,400	18,423	23.83	9,868,250	52,221	67.56
1211	Su. Div. Cumb. & Ohio R. R.	800,000	25,890	61.91	300,000	9,708	23.21
1212	Hend. Brg. Co	1,000,000	99,404	32.26	2,000,000	198,807	64.51
1213	Newpt. & Cin. Brg. Co.	2,124,500	[8] 2,910,274	63.17	1,100,000	[8] 1,506,850	32.70
1215	Louisv. Brg. Co	1,500,000	535,714	85.53			
1172	Louisv., N. O. & Tex. Ry. [9]						
1227	Mobile & Birm. Ry. [5]						
1228	Mobile & Ohio R. R.	7,680,000	14,573	28.65	18,194,398	34,525	67.99
1231	Nashv. & Knoxv. R. R	372,700	5,191	18.97	1,170,000	16,295	59.56
1232	Nashv., Chatt. & St. L. Ry.	10,000,000	13,369	38.38	14,783,000	19,764	56.74
1235	N. O. & N. En. R. R.	5,000,000	25,573	40.66	6,220,000	31,812	50.57
1236	Newpt. News & Miss. Vy. Co.: [10]						
1237	Ches., Ohio & S. Wn. R. R.	9,726,600	27,702	40.36	11,624,994	33,108	48.23
1238	Hodgenv. & Elizabetht. Ry	123,500	11,126	39.71	150,000	13,514	48.23
1239	Ohio Vy. Ry	2,162,600	18,058	44.08	2,444,421	20,461	49.85
1242	Troy & Tiptonv. R. R.	46,000	10,000	40.65	46,000	10,000	40.65
1243	Oconee & Wn. R. R. [11]	360,000	9,000	50.00	360,000	9,000	50.00
1244	Orange Belt Ry.	850,000	5,556	54.84	700,000	4,575	45.16
1019	Rich. & Danv. R. R.: [12]						
1254	Atlanta & Charl. Air Line Ry.	1,700,000	6,330	23.61	5,500,000	20,481	76.39
1255	Roswell R. R	40,000	4,391	43.46	35,000	3,842	38.03
1256	Elberton Air Line R. R.	195,900	3,890	54.95	150,000	2,979	42.07

[1] See page 266, note 20.
[2] Excludes $8,266,000 covered by obligations of Ill. Cent. R. R., and included in funded debt of that road.
[3] Excludes $2,880,000 covered by obligations of Ill. Cent. R. R., and included in funded debt of that road.
[4] Inserted to show relation of road following. [5] Report of Receiver.
[6] See page 294, No. 1197, for totals covering entire road.
[7] On basis of 2,103.76 miles, which excludes 11.16 miles of Louisv., Harrods Ck. & Westpt. R. R. and includes 46 miles of Cecilia Brh. and 20.70 miles of Clarksv. & Princeton Brh.
[8] Road is .73 mile long; figures are on basis of 1 mile.
[9] Report for four months ending October 31, 1892. Consolidated with Yazoo & Miss. Vy. R. R., October 31, 1892.
[10] Report not filed; inserted to show relation of four roads following.
[11] Report for period, October 11, 1892 to June 30, 1893.
[12] Inserted to show relation of six roads following.

HE YEAR ENDING JUNE 30, 1893—Continued.

9	10	11	12	13	14	15	16	
FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.			Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100×Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	No.
Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
.....	.....	.....	290,255	3,303	25.90	[1] 1,120,755	12,752	1174
.....	.....	.....	190,464	286	.72	[2] 26,424,464	39,667	1175
.....	10,000,000	.....	2,931,319	3,094	6.59	[3] 44,510,719	46,971	1176
.....	.....	.....	5,140	2,056	17.05	30,140	12,056	1177
3,673,000	.....	60,625	2,130,619	10,653	16.55	12,874,244	64,371	1181
.....	.....	.....	39,559	163	.86	4,549,759	18,767	1182
								1586
861,500	.....	1,189,000	198,817	719	1.31	15,097,317	54,588	1186
.....	.....	.....	.....	.....	.....	.....	.....	1190
.....	.....	.....	758,535	9,273	12.93	5,863,535	71,681	1194
.....	.....	.....	4,168,688	[4] 2,199	3.44	121,337,478	[4] 64,011	1197
.....	.....	.....	.....	.....	.....	5,119,000	40,982	1198
.....	.....	.....	938	6	.01	6,357,538	39,444	1199
.....	.....	.....	452	41	.62	72,824	6,669	1200
.....	.....	.....	.....	.....	.....	313,525	29,860	1201
.....	.....	.....	.....	.....	.....	386,000	93,462	1202
.....	.....	.....	4,700	510	2.30	204,700	22,250	1203
.....	4,000	.....	288,748	1,618	4.66	6,187,548	34,666	1204
.....	.....	.....	20,801	174	.47	4,405,383	36,946	1205
.....	.....	.....	386,979	3,692	11.53	3,355,364	32,008	1206
.....	.....	.....	412,895	15,453	34.19	1,207,647	45,196	1207
.....	.....	.....	5,518	63	.23	2,362,043	26,811	1208
.....	.....	.....	2,500	131	.38	652,500	34,162	1209
.....	.....	.....	1,257,454	6,655	8.61	14,607,104	77,299	1210
.....	.....	.....	192,222	6,221	14.88	1,292,222	41,819	1211
.....	.....	.....	100,397	9,980	3.23	3,100,397	308,191	1212
.....	.....	.....	138,848	[5] 190,203	4.13	3,363,348	[5] 4,607,327	1213
.....	.....	.....	253,764	90,630	14.47	1,753,764	626,344	1215
.....	.....	.....	.....	.....	.....	.....	.....	1172
.....	.....	.....	329,717	2,246	100.00	329,717	2,246	1227
.....	1,503,400	531,568	925,438	1,756	3.45	26,799,836	50,854	1228
.....	.....	.....	421,651	5,873	21.47	1,964,351	27,359	1231
.....	.....	.....	1,272,161	1,714	4.88	26,055,161	34,847	1232
.....	.....	.....	1,078,426	5,516	8.77	12,298,426	62,901	1235
								1236
.....	.....	1,063,994	2,750,386	7,833	11.41	24,101,980	68,643	1237
.....	.....	.....	37,500	3,378	12.06	311,000	28,018	1238
.....	.....	49,821	298,563	2,493	6.09	4,905,584	41,012	1239
.....	.....	.....	21,169	4,602	18.70	113,169	24,602	1242
.....	.....	.....	.....	.....	.....	720,000	18,000	1243
.....	.....	.....	.....	.....	.....	1,550,000	10,131	1244
								1019
.....	750,000	.....	.....	.....	.....	7,200,000	26,811	1254
.....	.....	.....	17,037	1,870	18.51	92,037	10,103	1255
.....	.....	.....	10,625	211	2.98	356,525	7,080	1256

[1] See page 266, note 20.
[2] See page 268, note 2.
[3] See page 268, note 3.
[4] See page 268, note 7
[5] See page 268, note 8.

GROUP V. TABLE II.—AMOUNT OF RAILWAY CAPITAL A[T]

No.	1	2	3	4	5	6	
	Abbreviated name of road.	STOCKS.			FUNDED DEBT.		
		Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 / Col. 15	Amount outstanding. Cols. 6+9+10+11	Amount per mile of line.	P ti t ra co 100
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*	P
	Rich. & Danv. R. R.—Continued.						
1257	Lawrencev. Brh. R. R.	45,000	4,683	40.33	30,000	3,122	
1258	N. En. R. R. of Ga	239,000	6,122	26.89	575,000	14,728	
1259	Ga. Pac. Ry	8,555,000	15,421	27.30	17,745,873	31,967	
1265	Salt Spgs. & Bowden Lithia R. R.	10,000	7,246	100.00			
1266	Sandersv. & Tennille R. R	12,400	3,543	61.81	7,454	2,129	
1267	Sav., Amer. & Montg. Ry	1,164,200	3,871	17.29	4,857,865	16,155	
1269	Sav., Fla. & Wn. Ry	6,793,900	11,949	48.34	6,790,400	11,942	
1273	S. Bruns. Term. R. R.	500,000	30,303	50.00	500,000	30,303	
1274	S. Fla. R. R	2,619,000	10,476	31.81	3,000,000	12,000	
1279	Talbotton R. R	34,800	4,971	58.19	25,000	3,572	
1285	Tuskegee R. R.[1]	53,498	9,727	100.00			
1288	Wn. Ry. of Ala	3,000,000	22,539	64.78	1,543,000	11,583	

[1] Partnership company.

CLOSE OF THE YEAR ENDING JUNE 30, 1893—Continued.

8	9	10	11	12	13	14	15	16	
FUNDED DEBT.				OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.				Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	No.
Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
30, 000	.....	.....	.....	36, 578	3, 806	32. 78	111, 578	11, 611	1257
575, 000	.....	.....	.....	74, 824	1, 917	8. 42	888, 824	22, 767	1258
12, 167, 410	.....	5, 097, 510	480, 953	5, 040, 801	9, 086	16. 08	31, 341, 674	56, 494	1259
.....	.....	.....	.....	.....	.....	.....	10, 000	7, 246	1265
7, 454	.....	.....	.....	206	59	1. 03	20, 060	5, 731	1266
4, 100, 000	208, 000	.....	549, 865	711, 277	2, 365	10. 56	6, 733, 342	22, 391	1267
6, 790, 400	.....	.....	.....	468, 400	824	3. 33	14, 052, 700	24, 715	1269
500, 000	.....	.....	.....	.....	.....	.....	1, 000, 000	60, 606	1273
3, 000, 000	.....	.....	.....	2, 614, 657	10, 459	31. 75	8, 233, 657	32, 935	1274
25, 000	.....	.....	.....	.....	.....	.....	59, 800	8, 543	1279
.....	.....	.....	.....	.....	.....	.....	53, 498	9, 727	1285
1, 543, 000	.....	.....	.....	88, 279	663	1. 90	4, 631, 279	34, 795	1288

GROUP VI. TABLE II.—AMOUNT OF RAILWAY CAPITAL A

No.	1 Abbreviated name of road.	2 STOCKS. Amount outstanding.	3 STOCKS. Amount per mile of line.	4 STOCKS. Proportion to total railway capital. 100 × Col. 2 / Col. 15	5 FUNDED DEBT. Amount outstanding. Cols. 6+9+10+11	6 FUNDED DEBT. Amount per mile of line.	P ti r ca 100 C
	Total—Group VI	*Dollars.* 796, 773. 661	*Dollars.* 20, 591	*Per et.* 41. 50	*Dollars.* 1,032,005 565	*Dollars.* 26, 671	*P*
1292	Abbotsf. & N. En. R. R.	120, 000	7. 915	51. 72	112, 000	7. 388	
1295	Atch., Top. & S. Fé R. R.[1] [Line east of Kansas City, Mo.]	[2] 6, 806, 228	[3] 11, 573	24. 29	[7] 20, 160, 071	[4] 33, 979	
1296	Belt Ry. of Chic	1. 200, 000.	[5] 56, 312	86. 66			
1297	Black H. & Ft. Pierre R. R.	500. 000	12, 228	58. 09			
1299	Burl. & N. Wn. Ry	156, 900	4, 051	27. 20	220, 000	5, 679	
1300	Burl. & Wn. Ry	856, 802	12, 119	45. 59	571, 201	8, 079	
1301	Burl., Cedar Rap. & Nn. Ry. [6]	7, 235, 000	[7] 6, 795	30. 71	15, 755, 000	[8] 14, 210	
1302	Cedar Rap. & Clinton Ry. [9]						
1303	Cedar Rap., Io. Falls & N. Wn. Ry. [9]						
1304	Chic., Deco. & Minn. Ry. [9]						
1305	Io. Cy. & Wn. Ry. [9]						
1307	Calumet & Blue I. Ry	200, 000	5, 479	12. 46	300, 000	8, 219	
1310	Chic. & Alt. R. R.	19. 780, 400	36, 478	64. 41	[10] 9, 898, 850	14, 060	
1311	Joliet & Chic. R. R	1, 500, 000	40, 323	100. 00			
1312	Kans. Cy., St. L. & Chic. R. R. [11] [Line east of Missouri Riv.]	693. 140	12, 494	100. 00	(12)		
1313	La. & Mo. Riv. R. R.	3. 611. 700	35, 830	68. 26	1, 646, 000	16, 329	
1314	Miss. Riv. Brg. Co.	300, 000	225, 564	33. 86	586, 000	440, 601	
1316	Chic. & Calumet Term. Ry.	5, 000, 000	115, 420	44. 25	6, 000, 000	138, 504	
1317	Chic. & En. Ill. R. R.	13. 594, 400	[13] 34, 373	41. 93	17, 675, 000	[13] 44. 690	
1319	Evansv., T. Haute & Chic. Ry.	581. 370	11. 967	31. 31	1, 250, 000	25, 731	
1320	Ind. Block Coal R. R.	75. 000	5, 943	33. 33	150, 000	11, 886	
1321	Chic. & Wn. Ind. R. R.	5, 000. 000	102, 923	30. 63	11, 014, 667	226, 732	
1322	Chic. & Kenosha Ry	100. 000	24. 691	20. 07	100, 000	24, 691	
1323	Chic. & N. Wn. Ry.	[14] 68, 278. 821	[15] 15. 511	35. 61	[16] 117, 100, 500	[15] 27, 404	
1327	Sioux Cy. & Pac. R. R.	2. 068, 460	19. 255	38. 00	3, 256, 320	30. 314	
1328	Chic. & Ohio Riv. R. R.	438, 800	5. 137	31. 60	901, 780	10, 557	
1329	Chic. & S. En. Ry. (of Ill.)	100. 000	7, 326	30. 51	200, 000	14, 652	
1330	Chic., Burl. & Kans. Cy. Ry.	8. 000, 000	44. 201	87. 90			
1331	Chic., Burl. & Nn. R. R. of Wis. and Minn.	12. 000. 000	35. 120	47. 46	12, 486, 500	36, 543	
1333	Chic., Burl. & Quin. R. R. [17] [Line east of Missouri. Riv.]	29, 940, 465	14, 131	37. 30	48, 434, 515	22, 860	
1334	Quin., Alt. & St. L. Ry.	970. 100	21, 025	53. 50	840, 000	18, 206	
1335	Kans. Cy., St. Jos. & Coun. Bluffs R. R.	5. 946, 574	18. 845	49. 51	5, 566, 016	17, 641	
1337	Chic., Ft. Mad. & Des M. Ry	1. 970. 200	27, 749	50. 41	1, 313, 000	18, 493	
1338	Chic. Gt. Wn. Ry	(18)			(18)		
1339	Chic., St. P. & Kans. Cy. Ry.	14. 892. 900	18. 258	29. 93	33, 169, 162	40, 665	
1342	Chic., Milw. & St. P. Ry	71, 795, 161	12, 543	33. 88	130, 805, 500	22, 852	

[1] See page 294, No. 1295, for totals covering entire road.

[2] The funded debt and capital stock include issues for the acquisition, by purchase or exchang the stocks and bonds of other roads forming part of the system, and the apportionment per mi made upon that basis.

[3] On basis of 588 66 miles. See note 2.

[4] On basis of 6,654 39. See note 2.

[5] On basis of 21 31 miles "operated," no mileage owned.

[6] Figures cover also four roads following.

[7] On basis of 1,464 69 miles, which includes 682.61 miles of four roads following, and excludes 3 miles of Davenpt., Io. & Dak. Ry., and 12.57 miles acquired from Minneap. & St. L. Ry.

[8] On basis of 1,106 77 miles, which includes 682.61 miles of four roads following.

[9] See note 6.

[10] Includes bonds, $3,000,000 of Kans. Cy., St. L. & Chic. R. R.

[11] See page 294, No. 1312, for totals covering entire road.

[12] Included in "funded debt" of Chic. & Alt. R. R.

[13] On basis of 395 56 miles, which includes 174.30 miles of Chic. & Ind. Coal Co.

[14] Includes $2,802,500, stock of "proprietary companies;" excludes $250,000, apportioned "to co properties."

[15] On basis of 4,273 67 miles, which includes 1,188.47 miles, of "proprietary companies."

[16] Includes bonds of "proprietary companies."

[17] See page 294, No. 1333, for totals covering entire road.

[18] See items of Chic., St. P. & Kans. Cy. Ry., which this company was organized to succeed. The ganization not completed on June 30, 1893.

OF THE YEAR ENDING JUNE 30, 1893—Continued.

	9	10	11	12	13	14	15	16	
	FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
	Designation.			Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100×Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	No.
...ls.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
...ers.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
...18, 412	138, 917, 129	32, 762, 044	4, 927, 980	91, 027, 281	2, 352	4. 74	1, 919, 806, 507	49, 614	
...12, 000							232, 000	15, 303	1292
...30, 105		258, 753	201, 213	1, 238, 140	[1] 2, 087	4. 38	[2] 28, 264, 439	[3] 47, 639	1295
.....				184, 660	[4] 8, 665	13. 34	1, 384, 660	[4] 64, 977	1296
.....				360, 677	8, 821	41. 91	860, 677	21, 049	1297
...20, 000				199, 840	5. 160	34. 65	576, 740	14, 890	1299
...71, 200	1			451, 182	6, 382	24. 01	1, 879, 185	26, 580	1300
...55, 000				561, 892	[5] 528	2. 39	23, 551, 892	[6] 21, 533	1301
.....									1302
.....									1303
.....									1304
.....									1305
...00, 000				1, 104, 372	30, 257	68. 84	1, 604, 372	43, 955	1307
...98, 850				1, 031, 769	1, 903	3. 36	[7] 30, 711, 019	52, 441	1310
.....							1, 500, 000	40, 323	1311
.....							[8] 693, 140	12, 494	1312
...646, 000				33, 606	334	. 63	5, 291, 306	52, 493	1313
...586, 000							886, 000	666, 165	1314
...600, 000				299, 679	6, 918	2. 65	11, 299, 679	260, 842	1316
...633, 060	42, 000			1, 147, 516	[9] 2, 901	3. 54	32, 416, 916	[9] 81, 904	1317
...250, 000				25, 170	518	1. 36	1, 856, 540	38, 216	1319
...150, 000				51	4	. 02	225, 051	17, 833	1320
...014, 667				307, 938	6, 339	1. 89	16, 322, 605	335, 994	1321
...100, 000				298, 365	73, 671	59. 86	498, 365	123, 053	1322
...,758, 500	56, 347, 000			[10] 2, 748, 273	[11] 643	1. 48	[12] 186, 127, 594	[11] 43, 553	1323
...,256, 320				117, 880	1, 098	2. 16	5, 442, 600	50, 667	1327
...250, 000	33, 480	618, 300		48, 039	562	3. 46	1, 388, 619	16, 256	1328
...200, 000				27, 739	2, 032	8. 46	327, 739	24, 010	1329
.....				1, 101, 446	6, 086	12. 10	9, 101, 446	50, 287	1330
...,578, 500	908, 000			795, 725	2, 329	3. 15	25, 282, 225	73, 992	1331
...,082, 535	15, 351, 980			1, 900, 562	897	2. 36	80, 275, 542	37, 888	1333
...840, 000							1, 810, 100	39, 231	1334
...5, 506, 000		16		498, 509	1, 580	4. 15	12, 011, 099	38, 069	1335
...1, 313, 000				32, 952	464	. 99	3, 316, 152	46, 706	1337
.....				1, 727, 738	75, 119	100. 00	[13] 1, 727, 738	75, 119	1338
...2, 840, 000	2, 823, 150	4, 981, 700	1, 524, 312	1, 700, 438	2, 085	3. 42	49, 762, 500	01, 008	1339
...14, 115, 000	4, 973, 000	1, 717, 500		9, 304, 078	1, 625	4. 39	211, 904, 739	37, 020	1342

[1] See page 272, note 4.
[2] See page 272, notes 3 and 4.
[3] See page 272, note 7.
[4] See page 272, note 10.
[5] See page 272, note 13.
[6] See page 272, note 15.
[7] See page 272, note 2.
[8] See page 272, note 5.
[9] See page 272, notes 7 and 8.
[10] See page 272, note 12.
[11] Excludes $33,397, apportioned to "other properties."
[12] See page 272, notes 14 and 16.
[13] See page 272, note 18.

GROUP VI. TABLE II.—AMOUNT OF RAILWAY CAPITAL A

No.	1	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
	Abbreviated name of road.	Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 / Col. 15	Amount outstanding. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*
1344	Chic., Rock I. & Pac. Ry.[1] [Line east of Missouri Riv.]	18, 914, 273	16, 027	43. 44[2]	23, 185, 516	19, 647
1345	Des M. & Ft. Dodge R. R	5, 041, 280	36, 436	62. 14	3, 072, 000	22, 260
1346	Keokuk & Des M. Ry	4, 125, 000	25, 432	60. 00	2, 750, 000	16, 954
1347	Peoria and Bureau Vy. R. R	1, 500, 000	32, 120	100. 00		
1348	Chic., St. P., Minneap. & Om. Ry.[3] [Line east of Missouri Riv.]	27, 686, 718	24, 302	56. 97	19, 888, 686	17, 457
1351	Chippewa Riv. & Menomonie Ry	(4)				
758	Clev., Cin., Chic. & St. L. Ry.[5] [Line west of Terre Haute, Ind.]	10, 912, 382	22, 771	40. 95	13, 664, 934	28, 514
1352	Kank. & Seneca Ry	10, 000	237	.92	650, 000	15, 447
767	Peoria and En. Ry.[6] [Line west of Danville, Ill.]	3, 587, 851	29, 289	41. 56	4, 880, 554	39, 841
1354	Crooked Ck. R. R. & Coal Co	[7] 115, 600	4, 942	90. 76		
1356	Des M. & Kans. Cy. Ry	800, 000	7, 143	53. 14		
1357	Des M. Nn. & Wn. Ry	4, 200, 000	28, 000	60. 12	2, 541, 000	16, 940
1358	Des M. Un. Ry	400, 000	148, 148	38. 88	552, 000	204, 445
1360	Duluth & Iron Range R. R	500, 000	3. 200	5. 23	[8] 8, 709, 000	55, 741
1361	Duluth & Winn. R. R	2, 806, 600	28, 066	54. 71	2, 000, 000	20, 000
1364	Duluth, Missabe & Nn. Ry	1, 940, 000	19, 755	37. 45	[9] 1, 665, 269	16, 952
1366	Duluth, Red Wing & Sn. R. R	375, 600	13. 293	42. 54	506, 439	18, 067
1367	Duluth, S. Shore & Atl. Ry	22, 000, 000	37, 866	48. 18	23, 232, 145	39, 987
1370	E. St. L. Con. Ry	20, 000	2. 625	4. 42		
1371	Elgin, Joliet & En. Ry	6, 000, 000	32, 413	47. 23	6, 366, 087	34, 391
780	Evansv. & T. Haute R. R.;[10]					
1372	Peoria, Dec. & Evansv. Ry	8, 400, 000	36, 010	58. 36	4, 884, 748	20, 940
1375	Fulton Co. N. G. Ry	[11] 636, 794	[12] 10, 439	42. 08	[13] 484, 000	[12] 7, 935
1376	Gr. Tower & Carb. R. R	50, 000	1, 908	63. 24		
1377	Gr. Tower & Cape Gir. R. R	350, 000	12. 153	44. 63	350, 000	12, 153
1378	Gt. Nn. Ry.[14] [Line east of Minot, N. Dak.]	(15)			(15)	
1379	Minneap. Un. Ry	500, 000	190, 114	14. 79	2, 800, 000	1, 064, 639
1380	St. P., Minneap. & Manit. Ry.[17] [Line east of Minot, N. Dak.]	12, 543, 670	5, 392	19. 07	44. 097, 744	18, 956
1381	Duluth, Watert. & Pac. Ry	730, 000	10, 452	28. 69	1, 375, 000	19, 688
1382	Willmar & Sioux Falls Ry	1, 500, 000	10, 210	35. 48	2, 625, 000	17, 858
1383	En. Ry. Co. of Minn	5, 000, 000	69, 070	58. 33	[18] 3, 417, 000	47, 268
1384	Duluth Term. Ry	50, 000	28. 090	22. 52	172, 000	96, 629
1386	Green Bay, Win. & St. P. R. R	10, 000. 000	45, 704	61. 11	5, 661, 830	25, 877
1387	Green Bay, Stev. Pt. & Nn. R. R	70, 000	11, 667	44. 54	70. 000	11, 667
1388	Kewaunee, Green Bay & Wn. R. R	618, 400	18, 791	60. 17	378, 000	11, 486
1389	Hann. & St. Jos. R. R	14, 251, 969	48, 678	63. 21	8, 000, 000	27, 334
1390	Quin. R. R. Brg. Co	1, 750, 000	1. 223, 776	95. 21		
1392	Humeston & Shen. R. R	4, 026, 000	42. 179	59. 06	2, 684, 000	28, 119
1173	Ill. Cent. R. R.[19] [Line north of Cairo, Ill.]	42, 966, 318	[20] 30, 816	42. 42	[21] 53, 223, 238	[20] 38, 172

[1] See page 294, No. 1344, for totals covering entire road.
[2] Excludes group portion of $4, 068, 000, apportioned "to other properties."
[3] See page 294, No. 1348, for totals covering entire road.
[4] No stock yet issued.
[5] See page 294, No. 758, for totals covering entire road.
[6] See page 294, No. 767, for totals covering entire road.
[7] Excludes $110, 000, apportioned "to other properties."
[8] Includes $3, 500, 000 of "income certificates."
[9] Includes $116, 317 deferred payments—interest on "equipment trust obligations."
[10] Inserted to show relation of road following.
[11] Includes $260, 900 of Fulton Co. Ex. Ry.
[12] On basis of 61 miles, which includes 30 miles of Fulton Co. Ex. Ry.
[13] Includes $313, 000 of Fulton Co. Ex. Ry.
[14] See page 294, No. 1378, for totals covering entire road.
[15] $30, 000, 000, entire capital stock, apportioned "to other properties."
[16] $15, 000, 000, entire funded debt, apportioned "to other properties."
[17] See page 294, No. 1380, for totals covering entire road.
[18] Excludes $1, 283, 000, apportioned "to other properties."
[19] See page 294, No. 1173, for totals covering entire road.
[20] On basis of 1, 622. 55 miles, which includes 917. 05 miles of "proprietary companies."
[21] Includes bonds of Chic. & Springf., Chic., Havana & Wn., Chic., Mad. & Nn., Kank. & S. W Rantoul R. Rs.

OF THE YEAR ENDING JUNE 30, 1893—Continued.

	9	10	11	12	13	14	15	16	
	FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
	Designation.			Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100×Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	No.
ls.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
rs.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
13, 400	2, 702, 116	.....	.....	1, 442, 992	1, 223	3. 31	[1] 43, 542, 781	36, 897	1344
72, 000	.....	.....	.....	.....	.....	.....	8, 113, 280	58, 639	1345
40, 000	.....	.....	.....	.....	.....	.....	6, 875, 000	42, 386	1346
.....	.....	.....	.....	.....	.....	.....	1, 500, 000	32, 120	1347
18, 666	.....	.....	.....	1, 028, 500	993	2. 12	48, 603, 884	42, 062	1348
.....	.....	.....	.....	40, 275	1, 438	100. 00	[2] 40, 275	1, 438	1351
54. 934	.....	.....	.....	2, 067, 131	4, 313	7. 76	26, 644, 447	55, 598	758
50, 000	.....	.....	.....	429, 000	10, 195	39. 39	1, 089, 000	25, 879	1352
45, 412	.....	1, 435, 141	.....	163, 777	1, 337	1. 90	8, 632, 182	70, 467	767
.....	.....	.....	.....	11, 707	503	9. 24	[3] 126, 707	5, 445	1354
.....	.....	.....	.....	705, 340	6, 298	46. 86	1, 505, 340	13, 441	1356
41, 000	.....	.....	.....	245, 325	1, 636	[4] 3. 51	6, 986, 325	46, 576	1357
52, 060	.....	.....	.....	76, 878	28, 473	7. 47	1, 028, 878	381, 066	1358
28, 000	3, 500, 000	.....	.....	291, 763	1, 868	3. 07	[4] 9, 500, 763	60, 809	1360
00, 000	.....	.....	.....	323, 490	3, 235	6. 30	5, 130, 090	51, 301	1361
90, 000	.....	.....	[5] 465, 269	1, 575, 217	16, 041	30. 40	[5] 5, 180, 486	52, 754	1364
40, 000	.....	.....	6, 439	.....	.....	.....	881, 439	31, 480	1366
00, 000	.....	3, 000, 000	232, 145	426, 707	735	93	45, 658, 852	78, 588	1367
.....	.....	.....	.....	432, 141	56, 711	95. 58	452, 141	59, 336	1370
79, 000	.....	.....	287, 087	337, 059	1, 821	2. 65	12, 703, 146	68, 625	1371 780
45, 000	.....	.....	39, 748	1, 108, 822	4, 753	7. 70	14, 398, 570	61, 703	1372
84, 000	.....	.....	.....	392, 409	[6] 6, 433	25. 93	[7] 1, 513, 203	[6] 24, 807	1375
.....	.....	.....	.....	29, 067	1, 110	36. 76	79, 067	3, 018	1376
50, 000	.....	.....	.....	84, 274	2, 926	10. 74	784, 274	27, 232	1377
.....	.....	.....	.....	6, 492, 823	[8] 2, 791	100. 00	[9] 6, 492, 823	[8] 2, 791	1378
80, 000	.....	.....	.....	81, 270	30, 901	2. 40	3, 381, 270	1, 285, 654	1379
07, 744	.....	.....	.....	9, 136, 084	3, 928	13. 89	65, 777, 498	28, 276	1380
75, 000	.....	.....	.....	439, 060	6, 287	17. 26	2, 544, 060	36, 427	1381
25, 000	.....	.....	.....	102, 982	701	2. 43	4. 227. 982	28, 779	1382
17, 000	.....	.....	.....	155, 593	2, 149	1. 81	[10] 8, 572, 593	118, 422	1383
72, 000	.....	.....	.....	.....	.....	.....	222, 000	124, 719	1384
80, 820	.....	3, 781, 000	.....	702, 772	3, 212	4. 29	16, 364, 602	74, 793	1386
70, 000	.....	.....	.....	17, 150	2, 858	10. 92	157, 150	26, 192	1387
78, 000	.....	.....	.....	31, 349	952	3. 05	1, 027, 749	31, 229	1388
00, 000	.....	.....	.....	295, 702	1, 010	1. 31	22, 547, 671	77, 012	1389
.....	.....	.....	.....	88, 103	61, 611	4. 79	1, 838, 103	1, 285, 387	1390
84, 000	.....	.....	.....	106, 989	1, 121	1. 57	6, 816, 989	71, 419	1392
44, 413	41, 478, 825	.....	.....	5, 097, 497	[11] 3, 656	5. 03	[12] 101, 287, 053	[11] 72, 644	1173

page 274, note 2.
page 274, note 7.
page 274, note 9.
page 274, notes 11 and 13.
page 274, notes 15 and 16.
page 274, note 20.

[2] See page 274, note 4.
[4] See page 274, note 8.
[6] See page 274, note 12.
[8] On basis of 3,402.40 miles "operated"; no mileage owned.
[10] See page 274, note 18.
[12] See page 274, note 21.

GROUP VI. TABLE II.—AMOUNT OF RAILWAY CAPITAL A

No.	1 Abbreviated name of road	2 STOCKS. Amount outstanding.	3 STOCKS. Amount per mile of line.	4 STOCKS. Proportion to total railway capital. 100×Col.2 / Col. 15	5 FUNDED DEBT. Amount outstanding. Cols. 8+9+10+11	6 FUNDED DEBT. Amount per mile of line.	P ti ra ca
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*	*P*
	Ill. Cent. R. R.—Continued. [Line north of Cairo, Ill.]						
1393	Blue I. R. R	25,000	6,313	19.85	100,000	25,252	
1394	Chic. & Springf. R. R	25,000	224	7.90	(1)		
1395	Chic., Havana & Wn. R. R	25,000	190	23.99	(1)		
1396	Chic., Mad. & Nn. R. R	50,000	216	.81	[2] 2,500,000	10,809	
1397	Dubq. & Sioux Cy. R. R	7,999,600	15,266	58.21	[3] 5,617,000	10,719	
1398	Cedar Falls & Minn. R. R	1,586,500	20,991	41.56	[4] 1,567,000	20,733	
1399	Kank. & S. Wn. R. R	390,000	2,971	83.72	(1)		
1400	Rantoul R. R	25,000	336	45.41	(1)		
1401	S. Chic. R. R	20,000	4,202	9.09	200,000	42,017	
1402	Ind., Ill. & Io. R. R	3,597,800	30,441	69.52	1,421,312	12,036	
800	Indpls., Dec. & Wn. Ry. [5] [Line in Illinois.]	496,754	6,557	17.01	2,095,782	27,664	
1404	Io. Cent. Ry	13,754,626	27,350	66.26	6,504,880	12,934	
1405	Keithsburg Brg. Co	600,000	[6] 233,463	50.38	591,000	[6] 229,961	
1407	Albia & Centerv. Ry	400,000	16,598	96.76			
1408	Io. Nn. Ry	90,000	12,987	62.80	50,000	7,215	
1409	Jacksonv., Louisv. & St. L. Ry.: [7]						
1411	Chic., Peoria & St. L. Ry.: [8]						
1412	St. L. & Chic. Ry. [9]						
1414	Joliet & Blue I. Ry	100,000	4,762	17.94	100,000	4,762	
1415	Kans. Cy. & Atl. R. R. [10]	200,000	[11] 9,901	99.00			
1416	Keokuk & Ham. Brg. Co	1,000,000	500,000	49.98	1,000,000	500,000	
1417	Keokuk & Wn. R. R	4,000,000	28,011	94.68	200,000	1,401	
1418	Kickapoo Vy. & Nn. Ry [12]						
1420	Kickapoo Vy. & Nn. Ry	14,200	418	2.31	600,000	17,647	
1421	L. Sup. Term. & Tr. Ry	94,200	6,767	34.93	152,000	10,920	
1197	La Salle & Bureau Co. R. R. [13]	50,000	6,667	100.00			
	Louisv. & Nashv. R. R. [14] [Line north of Ohio Riv.]	5,215,595	[15] 25,053	39.13	7,652,345	[15] 36,759	
1424	Mason Cy. & Ft. Dodge R. R	920,000	10,000	31.71	1,380,000	15,000	
1425	Milw. & Nn. R. R	6,158,250	14,446	45.90	7,247,250	17,000	
1426	Milw. & Sup. Ry	125,000	8,278	48.21			
1427	Milw., Bay V. & Chic. R. R	100,000	8,333	19.17	100,000	8,333	
1428	Milw., L. Shore & Wn. Ry	7,650,000	10,416	35.39	13,657,000	18,595	
1429	St. P. En. Gr. Trunk Ry	1,100,000	18,328	44.08	1,120,000	18,661	
1430	Minneap. & St. L. Ry	9,769,700	26,541	45.93	9,213,000	25,028	
1431	Wis., Minn. & Pac. Ry	5,381,400	24,845	52.65	3,228,000	14,903	
1432	Minneap. En. Ry	30,000	10,204	8.81	150,000	51,031	
1433	Minneap., St. P. & S. S. Marie Ry	21,000,000	21,474	40.48	29,133,598	29,790	
1436	Mo., Kans. & En. Ry. [16]						
1228	Mobile & Ohio R. R.: [17]						
1437	St. L. & Cairo R. R	6,500,000	40,473	61.40	4,000,000	24,907	
1438	Nn. Pac. R. R. [18] [Line east of Montana.]	38,035,225	[19] 24,929	36.72	59,659,682	[19] 39,102	

[1] See page 274, note 21.
[2] Excludes $4,370,000, included in "funded debt" of Ill. Cent. R. R.
[3] Excludes $3,930,000, included in "funded debt" of Ill. Cent. R. R.
[4] Includes $190,000, bonds in sinking fund under jurisdiction of United States court.
[5] See page 294, No. 800, for totals covering entire road.
[6] Covers cost of bridge, as well as track.
[7] Report not filed; inserted to show relation of two roads following.
[8] Report not filed; inserted to show relation of road following.
[9] Report of Receiver.
[10] Report for period June 15 to June 30, 1893.
[11] On basis of 20.20 miles, which excludes 6.09 miles not in operation
[12] Operations reported by The United States Construction Co.
[13] Road not in operation.
[14] See page 294, No. 1197, for totals covering entire road.
[15] On basis of 2,103.76 miles, which excludes 11.16 miles of Louisv., Harrods Ck. & Westpt. R. I
includes 46 miles of Cecilia Brh., and 20.70 miles of Clarksv. & Princeton Brh.
[16] Road under construction; no stock or bonds yet issued.
[17] Inserted to show relation of road following.
[18] See page 294, No. 1438, for totals covering entire road.
[19] On basis of 3,415.30 miles, which includes 1,204.82 miles of "proprietary companies" 264.8
of latter in Manitoba.

E OF THE YEAR ENDING JUNE 30, 1893—Continued.

8	9	10	11	12	13	14	15	16	
FUNDED DEBT.				OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.									No.
nds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100×Col. 12 / Col 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	
Bars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
100,000				969	245	.77	125,969	31,810	1393
				291,254	2,613	92.10	316,254	2,837	1394
				79,216	602	76.01	104,216	792	1395
	2,500,000			3,567,370	15,423	58.32	[1] 6,117,370	26,448	1396
617,000				125,970	241	.92	[2] 13,742,570	26,226	1397
567,000				664,140	8,787	17.39	[3] 3,817,640	50,511	1398
				75,829	578	16.28	465,829	3,549	1399
				30,053	404	54.59	55,053	740	1400
200,000							220,000	46,219	1401
800,000		500,000	121,312	155,931	1,319	3.01	5,175,043	43,786	1402
700,862		394,920		327,299	4,320	11.22	2,919,835	38,541	800
325,555			179,325	498,367	991	2.41	20,757,873	41,275	1404
591,000							1,191,000	[4] 463,424	1405
				13,406	560	3.24	413,406	17,158	1407
50,000				3,307	477	2.31	143,307	20,679	1408
									1409
									1411
									1412
100,000				357,435	17,021	64.12	557,435	26,545	1414
				2,010	[5] 100	1.00	202,010	[5] 10,001	1415
000,000				700	350	.04	2,000,700	1,000,350	1416
200,000				24,716	173	.59	4,224,716	29,585	1417
				7,307	215	100.00	7,307	215	1418
600,000							614,200	18,065	
152,000				23,570	1,693	8.74	269,770	19,380	1420
							50,000	6,667	1421
652,345				457,816	[6] 2,199	3.44	13,325,756	[6] 64,011	1197
380,000				601,004	6,533	20.72	2,901,004	31,533	1424
247,250				11,376	27	.08	13,416,876	31,473	1425
				134,283	8,893	51.79	259,283	17,171	1426
100,000				321,663	26,806	61.66	521,663	43,472	1427
180,000	677,000	500,000		309,707	422	1.43	21,616,707	29,433	1428
120,000				275,939	4,597	11.05	2,495,939	41,586	1429
713,000		500,000		2,289,049	6,219	10.76	21,271,749	57,788	1430
128,000				1,611,621	7,440	15.77	10,221,021	47,188	1431
50,000				160,674	54,651	47.16	340,674	115,876	1432
76,000		771,000	286,598	1,745,709	1,785	3.36	51,879,307	53,049	1433
									1436
									1228
00,000				87,049	542	.82	10,587,049	65,922	1437
39,051	2,680,420		1,340,211	5,892,644	[7] 3,862	5.69	103,587,551	[7] 67,893	1438

[1] See page 276, note 2.
[2] See page 276, note 3.
[3] See page 276, note 4.
[4] See page 276, note 6.
[5] See page 276, note 11.
[6] See page 276, note 15.
[7] See page 276, note 19.

GROUP VI. TABLE II.—AMOUNT OF RAILWAY CAPITA

No.	1 Abbreviated name of road.	2 STOCKS. Amount outstanding.	3 STOCKS. Amount per mile of line.	4 STOCKS. Proportion to total railway capital. 100 × Col. 2 / Col. 15	5 FUNDED DE Amount outstanding. Cols. 5+9+10+11	6 FUNDED DE Amou per mi of line
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollar*
	Nn. Pac. R. R.—Continued. [Line east of Montana.]					
1439	Duluth & Manit. R. R	2,000,000	9,713	38.82	3,101,000	15,0
1442	James Riv. Vy. R. R	1,000,000	15,686	50.20	962,000	15,1
1448	St. P. & Nn. Pac. Ry	[1]6,250,000	32,547	42.56	8,423,000	43,8
1451	{Wis. Cent. Co. (lessee) {Wis. Cent. Co. (lessor)	[2]3,600,308	14,349	19.33	[3]14,381,777	57.31
1452	Chic., Wis. & Minn. R. R	2,600,000	21,252	36.20	4,282,000	35,00
1453	Chic. & Nn. Pac. R. R	30,000,000	669,046	51.47	27,224,000	607,13
1454	Wis. Cent. R. R	11,435,500	27,421	50.87	10,631,009	25,49
1455	Milw. & L. Winnebago R. R	1,300,000	19,582	26.53	2,194,000	33,04
1456	Packw. & Mont. R. R	140,000	17,812	62.50	84,000	10,687
870	Ohio & Miss. Ry. [4] [Line west of Vincennes, Ind.]	14,170,221	38,063	57.70	9,728,895	26,13
1457	Om. & St. L. Ry	4,533,500	31,266	58.83	3,039,700	20,96
1458	Pawnee R. R	50,000	5,556	57.56	36,000	4,00
872	Pennsylvania Co.: [5]					
1460	E. St. L. & Carondelet Ry	420,000	24,971	65.84	200,000	16,65
1463	Port Edw., Centralia & Nn. Ry	229,400	7,647	42.72	300,000	10,00
1464	Prairie du C. & McG. Ry	100,000	50,000	100.00		
1465	Quin., Om. & Kans. Cy. Ry. [6]	2,000,000	14,869	52.18	1,750,000	13,01
1466	Rock I. & Peoria Ry.	1,500,000	13,274	69.15	600,000	5,31
1470	St. L., Alt. & T. Haute R. R	3,470,800	[7]241,028	26.68	8,057,000	38,82
1471	Bellev. & Carondelet R. R	500,000	28,902	50.76	485,000	28,03
1472	Bellev. & Eldo. R. R	1,000,000	19,920	64.52	550,000	10,95
1473	Bellev. & Sn. Ill. R. R	1,692,000	30,000	62.61	1,009,000	17,89
1474	Chic., St. L. & Padu. Ry	1,000,000	18,692	33.33	2,000,000	37,38
1475	St. L. Sn. R. R	450,000	13,939	30.34	1,056,000	32,70
1476	Carb. & Shawneet. R. R	356,600	20,377	58.79	250,000	14,28
1481	St. L., Indpls. & En. R. R	740,900	8,232	46.34	790,000	8,77
1482	St. L., Keokuk & N. Wn. R. R	5,443,800	30,765	39.04	8,150,000	46,05
1483	St. P. & Duluth R. R	9,626,218	57,815	73.96	3,000,000	18,01
1484	Duluth S. Line Ry	600,000	33,803	54.54	500,000	28,16
1486	St. Cloud, Grantsb. & Ashl. R. R	29,210	2,434	100.00		
1487	Stillwater & St. P. R. R	400,000	32,000	55.44	224,000	17,92
1488	Taylor's Falls & L. Sup. R. R	405,000	19,756	65.19	210,000	10,24
1489	St. P. Un. Depot Co	350,000	62,222	45.43	250,000	44,44
1490	Sioux Cy. & Nn. R. R	1,440,000	15,000	41.14	1,920,000	20,00
1492	Sioux Falls Term. R. R	300,000	42,857	100.00		
1496	Tabor & Nn. Ry	23,650	2,691	26.62	44,431	5,05
919	T. Haute & Indpls. R. R.: [8]					
1497	St. L., Van. & T. Haute R. R	3,924,058	24,789	46.22	4,499,000	28,42
1499	Tol., Peoria & Wn. Ry	4,076,900	17,718	44.44	4,899,530	21,29
929	Tol., St. L. & Kans. Cy. R. R. [9] [Line in Illinois.]	6,791,804	37,839	61.34	3,982,295	22,18
930	Wabash R. R. [10] [Line west of Danville, Ill.]	35,620,326	32,622	37.56	[11]57,380,577	[12]48,07
1501	Boone Co. & Boonv. Ry	500,000	23,041	100.00	([13])	
1507	Wabash, Chester & Wn. R. R	1,250,000	19,281	63.72	690,000	10,64
1510	Win. & S. Wn. Ry	2,290,000	20,000	51.95	2,118,250	18,50
1511	Win. Brg. Ry	400,000	388,349	51.02	384,000	372,81
1512	Wis. & Chippewa Ry	75,000	12,500	73.37		

[1] Excludes $750,000, apportioned "to other properties."
[2] Excludes $10,974,017, apportioned "to other properties."
[3] Excludes $9,357,503, apportioned "to other properties."
[4] See page 294, No. 870; for totals covering entire road.
[5] Inserted to show relation of road following.
[6] Report of Trustees.
[7] On basis of 14.40 miles, "line owned," "amount outstanding" issued on basis of 207.40 m miles sold to Clev., Cin., Chic. & St. L. Ry. No adjustment of stock yet made.
[8] Inserted to show relation of road following.
[9] See page 294, No. 929, for totals covering entire road.
[10] See page 294, No. 930, for totals covering entire road.
[11] Includes bonds, $100,000 of Boone Co. & Boonv. Ry.; $304,500 of Bruns. & Chillicothe; and of St. L., Coun. Bluffs & Om. R. Rs.
[12] On basis of 1,695.20 miles, which include 101.20 miles of Boone Co. & Boonv. Ry., Bruns. & cothe, and St. L., Coun. Bluffs & Om. R. Rs.
[13] See note 11.

HE YEAR ENDING JUNE 30, 1893—Continued.

9	10	11	12	13	14	15	16	
FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.			Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	No.
Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
Dollars.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	Dollars.	Dollars.	
.....	.....	.....	51,210	249	.99	5,152,210	25,023	1439
.....	.....	.....	29,010	455	1.46	1,992,010	31,247	1442
.....	.....	.....	11,325	59	.08	[1] 14,684,325	76,469	1448
.....	.....	.....	996,877	[2] 1,149	100.00	996,877	[2] 1,149	1451
1,282,385	4,566,214	.....	[4] 641,843	2,558	3.45	[5] 18,623,928	74,223	
382,000	[3] 1,040,600	.....	301,009	2,460	4.19	7,183,009	58,713	1452
.....	.....	.....	1,061,689	23,677	1.82	58,285,689	1,299,859	1453
4,589,009	5,314,500	.....	412,977	990	1.84	22,479,486	53,902	1454
244,000	520,000	.....	64,472	971	1.81	3,558,472	53,600	1455
.....	.....	.....	.....	.....	.....	224,000	28,499	1456
.....	.....	240,074	657,975	1,767	2.68	24,557,091	65,963	870
.....	.....	.....	133,440	920	1.73	7,706,640	53,149	1457
.....	.....	.....	860	95	.99	86,860	9,651	1458
								872
.....	.....	.....	17,862	1,487	2.80	637,862	53,111	1460
.....	.....	.....	7,071	256	1.42	537,071	17,903	1463
.....	.....	.....	.....	.....	.....	100,000	50,000	1464
.....	.....	.....	37,176	276	.98	3,787,176	28,155	1465
.....	.....	.....	69,228	613	8.19	2,169,228	19,197	1466
.....	1,357,000	.....	1,481,020	102,848	11.38	13,008,820	[6] 382,799	1470
.....	.....	.....	.....	.....	.....	985,000	56,936	1471
.....	.....	.....	.....	.....	.....	1,550,000	30,876	1472
.....	.....	.....	1,443	25	.05	2,702,443	47,915	1473
.....	1,000,000	.....	.....	.....	.....	3,000,000	56,075	1474
.....	506,000	.....	.....	.....	.....	1,516,000	45,939	1475
.....	.....	.....	.....	.....	.....	606,600	34,663	1476
.....	.....	.....	67,746	753	4.24	1,598,646	17,763	1481
.....	.....	.....	349,544	1,973	2.51	13,943,344	78,796	1482
.....	.....	.....	388,730	2,335	2.99	13,014,948	78,168	1483
.....	.....	.....	.....	.....	.....	1,100,000	61,972	1484
.....	.....	.....	.....	.....	.....	29,210	2,434	1486
.....	.....	.....	97,595	7,808	13.52	721,595	57,728	1487
.....	.....	.....	6,300	307	1.01	621,300	30,307	1488
.....	.....	.....	170,459	30,304	22.12	770,459	136,970	1489
.....	.....	.....	140,603	1,465	4.01	3,500,603	36,465	1490
.....	.....	.....	.....	.....	.....	300,000	42,857	1492
.....	.....	4,247	20,761	2,362	23.37	88,842	10,107	1496
								919
.....	.....	.....	66,465	420	.78	8,489,523	53,629	1497
4,530	.....	.....	197,660	859	2.15	9,174,090	39,870	1499
398,230	.....	.....	297,519	1,658	2.69	11,071,618	61,684	929
.....	.....	.....	1,842,842	1,688	1.94	[7] 94,823,745	[8] 82,388	930
.....	.....	.....	.....	.....	.....	500,000	23,041	1501
.....	.....	.....	21,909	338	1.11	1,961,909	30,262	1507
.....	.....	.....	.....	.....	.....	4,408,250	38,500	1510
.....	.....	.....	.....	.....	.....	784,000	761,165	1511
.....	.....	.....	27,224	4,537	26.63	102,224	17,037	1512

note 1.
67.55 miles "operated;" no mileage owned.
in this office on the ratio which the funded debt apportioned "to railroads" bears to
of funded debt outstanding.
5,703, apportioned "to other properties."
so page 278, notes 2 and 3.

[6] See page 278, note 7.
[7] See page 278, note 11.
[8] See page 278, note 12.

GROUP VII. TABLE II.—AMOUNT OF RAILWAY CAPITAL A

No.	1	2	3	4	5	6
	Abbreviated name of road	STOCKS. Amount outstanding.	STOCKS. Amount per mile of line.	STOCKS. Proportion to total railway capital 100 × Col. 2 / Col. 15	FUNDED DEBT. Amount outstanding Cols. 8+9+10+11	FUNDED DEBT. Amount per mile of line.
	Total—Group VII	*Dollars.* 168,052,282	*Dollars.* 16,450	*Per ct.* 38.09	*Dollars.* 248,551,553	*Dollars.* 24,331
1323	Chic. & N. Wn. Ry.: [1]					
1514	Frem., Elk. & Mo. Vy. R. R	30,370,000	23,352	79.46	[2] 7,843,000	6,031
1333	Chic., Burl. & Quin. R. R. [3] [Line west of Missouri Riv.]	46,468,435	14,131	37.29	75,171,716	22,860
1348	Chic., St. P., Minneap. & Om. Ry. [4] [Line west of Missouri Riv.]	6,363,408	24,302	56.96	4,571,134	17,457
1516	Gt. Falls & Can. Ry	2,000,000	16,548	49.25	2,000,000	16,548
1378	Gt. Nn. Ry [5] [Line west of Minot, N. Dak.]	(6)			(7)	
1380	St. P., Minneap. & Manit. Ry. [8] [Line west of Minot, N. Dak.]	7,456,330	5,392	19.07	26,218,010	18,956
1517	Mont. Cent. Ry	5,000,000	19,486	35.80	8,000,000	31,177
1518	Kear & Black H. Ry	1,577,280	24,000	62.95	862,000	13,116
1606	Mo. Pac. Ry.: [1]					
1521	Pac. Ry. in Nebr	1,095,800	15,011	43.71	1,095,000	15,000
1438	Nn. Pac. R. R. [9] [Line in Idaho and Montana.]	25,579,682	[10] 24,929	36.72	40,122,694	[10] 39,102
1523	Hel. & Red Mtn. R. R.	400,000	22,026	49.99	400,000	22,026
1524	Nn. Pac. & Mont. R. R	1,878,600	5,196	17.52	8,843,000	24,459
1527	Sioux Cy., O'Neill & Wn. Ry	3,600,000	27,873	59.56	2,346,000	18,117
1529	Un. Pac. Ry. [11] [Union and Cheyenne Divisions.]	[12] 23,635,697	20,515	29.64	[13] 53,714,593	46,623
1530	Lar., N. Park & Pac. R. R. & Tel. Co. [13]	66,500	4,977	94.02		
1531	Brighton & Bould. Brh. R. R. [14]					
1532	Carb. Cut Off Ry	280,000	14,691	95.04		
1533	Mont. Un. Ry	850,000	[15] 11,768	48.22		
1535	Om. & Repub. Vy. Ry	2,420,550	5,021	20.65	5,941,000	12,325
1536	St. Jos. & Gr. I. R. R.	4,600,000	18,322	33.46	8,721,406	34,738
1537	Kans. Cy. & Om. R. R.	4,410,000	22,769	58.56	2,713,000	14,008

[1] Inserted to show relation of road following.
[2] Excludes $13,235,000 held by the Chic. & N. Wn. Ry., and covered by an issue of its own b
[3] See page 294, No. 1333, for totals covering entire road.
[4] See page 294, No. 1348, for totals covering entire road.
[5] See page 294, No. 1378, for totals covering entire road.
[6] $20,000,000, entire capital stock, apportioned "to other properties."
[7] $15,000,000, entire funded debt, apportioned "to other properties."
[8] See page 294, No. 1380, for totals covering entire road.
[9] See page 294, No. 1438, for totals covering entire road.
[10] On basis of 3,415.30 miles, which includes 1,204.82 miles of "proprietary companies," 264. of latter in Manitoba.
[11] See page 294, No. 1529, for totals covering entire road.
[12] See page 281, note 7.
[13] Operating report for six months ending December 31, 1892, and financial report for six ending June 30, 1893.
[14] Managed by the Un. Pac. Ry. Co. for the Trustees of the Kans. Pac. Consolidated Mortgag who purchased the property under a decree of foreclosure.
[15] No mileage "owned;" on basis of 72.23 miles, "line operated under lease."

CLOSE OF THE YEAR ENDING JUNE 30, 1893—Continued.

8	9	10	11	12	13	14	15	16	
FUNDED DEBT.				OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.									No.
Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100×Col. 13 / Col. 15	Total railway capital. Cols. 8+9+13	Amount per mile of line. Cols. 8+9+13	
Dollars	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
189, 003, 118	56, 021, 430	1, 702, 279	1, 824, 726	24, 627, 269	2, 411	5. 58	441, 231, 104	43, 192	
									1323
7, 725, 000	.....	.....	118, 000	8, 190	6	.02	[1] 38, 221, 190	29, 389	1514
51, 345, 015	23, 826, 701	.....	.....	2, 949, 725	897	2. 37	124, 589, 876	37, 888	1333
4, 571, 134	.....	.....	.....	236, 386	903	2. 12	11, 170, 928	42, 662	1348
2, 000, 000	.....	.....	.....	61, 142	460	1. 50	4, 061, 142	33. 556	1516
.....	.....	.....	.....	3, 003, 532	[2] 2, 791	100. 00	[3] 3, 003, 532	[3] 2, 791	1378
26, 212, 010	.....	.....	.....	5, 430, 760	3, 928	13. 89	39, 100, 100	28, 276	1380
8, 000, 000	.....	.....	.....	967, 914	3, 772	6. 93	13, 967, 914	.54, 435	1517
862, 000	.....	.....	.....	66, 575	1, 013	2. 65	2, 505, 855	38, 129	1518
									1606
1, 095, 000	.....	.....	.....	316, 335	4, 333	12. 62	2, 507, 135	34, 344	1521
37, 418, 715	1, 802, 653	.....	901, 326	3, 962, 957	[4] 3, 862	5. 68	69, 665, 313	[4] 67, 893	1438
400, 000	.....	.....	.....	150	9	.02	800, 150	44, 061	1523
8, 843, 000	.....	.....	.....	3, 090	8	.02	10, 724, 690	29, 663	1524
2, 340, 000	.....	.....	.....	104, 139	806	1. 72	6, 044, 139	46, 796	1527
22, 517, 117	[5] 30, 392, 076	.....	805, 400	[6] 2, 392, 277	2, 076	3. 00	[7] 79, 742, 567	69, 214	1529
.....	.....	.....	.....	4, 232	317	5. 98	70, 732	5, 294	1530
.....	.....	.....	.....	.....	.....	.....	.....	.....	1531
.....	.....	.....	.....	14, 622	767	4. 96	294, 622	15, 458	1532
.....	.....	.....	.....	912, 827	12, 638	51. 78	1, 762, 827	24, 406	1533
5, 941, 000	.....	.....	.....	3, 357, 486	6, 965	28. 65	11, 719, 036	24, 311	1535
7, 919, 127	.....	1, 702, 279	.....	426, 705	1, 700	3. 10	13, 748, 111	54, 760	1536
2, 713, 000	.....	.....	.....	408, 225	2, 108	5. 42	7, 531, 225	38, 885	1537

[1] See page 280, note 2.
[2] On basis of 3,402.40 miles "operated;" no mileage owned.
[3] See page 280, notes 6 and 7.
[4] See page 280, note 10.
[5] Includes group portion of amount apportioned "to railroads," of United States currency 6 per cent bonds and interest, $51,522,110.
[6] See note 7.
[7] Excludes group portion of $78,884,031, "total railway capital" apportioned "to other properties."

GROUP VIII. TABLE II.—AMOUNT OF RAILWAY CAPITAL

No.	Abbreviated name of road.	STOCKS. Amount outstanding.	STOCKS. Amount per mile of line.	STOCKS. Proportion to total railway capital. 100 × Col. 2 / Col. 15	FUNDED DEBT. Amount outstanding. Cols. 8+9+10+11	FUNDED DEBT. Amount per mile of line.
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*
	Total—Group VIII	506 517, 347	24, 634	43. 25	664, 411, 015	29, 394
1538	Ark. & La. Ry.....	512, 000	20, 047	62. 72	240, 000	9, 397
1295	Atch. Top. & S. Fé R. R [1]	[2] 66, 530, 660	[3] 11, 573	30. 81	[2] 140, 733, 806	[4] 33, 979
	[Line Kansas City, Mo. to Santa Fé, N. M.]					
1544	Atl. & Pac. R. R. [5]	12, 919, 052	115, 297	58. 99	6, 302, 975	56. 251
	[Central Division.]					
1545	Colo. Midl. Ry.....	8, 000, 000	29, 928	38. 00	11, 382, 572	42. 582
1546	Aspen S. Line Ry	600	91	. 55	108, 000	16, 384
1548	Manh., Al. & Bgame. Ry	1, 000, 000	17, 662	54. 04	678, 000	11. 974
1549	St. L. & San. Fran. Ry.....	26, 359, 300	26, 561	36. 40	42, 686, 300	40. 815
1551	Ft. Smith & Van Buren Brg. Co.	500, 000	[6] 1, 470, 588	56. 24	389, 000	[6] 1, 144, 118
1552	Kans. Cy. & S. Wn. R. R.....	1, 238, 800	20, 026	61. 75	744, 000	12, 027
1553	Kans. Midl. Ry.....	3, 004, 200	28, 137	52. 85	2, 680, 000	25, 101
1557	St. L., Kans. & S. Wn R. R....	1, 180, 000	19, 882	56. 43	890, 000	14. 996
1558	St. L., Salem & Ark. Ry	1, 100, 000	20, 370	56. 38	810, 000	15, 000
1559	St. L., Kans. Cy. & Colo. R. R...	1, 600, 000	28, 100	31. 90	1, 381, 600	24, 254
1560	Wich. & Wn. Ry.....	1. 035. 000	8, 303	30. 01	1, 747, 000	14. 015
1310	Chic. & Alt. R. R.: [7]					
1312	Kans. Cy., St. L. & Chic. R. R. [8] ...	1, 328, 560	12, 494	100. 00	([9])	.....
	[Line west of Missouri Riv.]					
1344	Chic., Rock I. & Pac. Ry. [10]	27. 241, 727	16, 027	43. 44	[11] 33, 393, 484	19, 647
	[Line west of Missouri Riv.]					
1564	Choctaw Coal & Ry. Co.....	[12] 3, 750, 000	36, 794	59. 25	[13] 1, 649, 000	16, 179
1566	Crystal Ry	150	43	. 16	75, 000	21, 429
1569	Denison & Washita Vy. Ry.....	305, 000	20, 000	44. 64	305, 000	20, 000
1570	Denver & Rio G. R. R	61, 650, 000	38. 217	58. 10	42, 867, 500	26. 572
1571	Rio G. Gunnison Ry	500	52	. 50	100, 000	10. 428
1572	Rio G. Jctn. Ry	2, 000, 000	32, 217	51. 56	1, 850, 000	29, 800
1573	Denver, Lakewood & Golden R. R.	1, 000, 000	76, 923	66. 02	463, 547	24, 231
1575	Dodge Cy., Montez. & Trin. Ry ...	2, 000, 000	75, 758	89. 99	.....	.....
1576	Eureka Spgs. Ry.....	499, 600	27, 006	33. 30	1, 000, 000	54, 054
1583	Hutchinson & Sn. R. R.....	7, 320, 000	89, 052	89. 09	([14])	.....
1585	Kans. Cy. Belt Ry.....	100, 000	10, 000	4. 70	1, 950, 000	195. 000
1586	Kans. Cy., Ft. Scott & Memph. R. R.	12, 747, 000	19, 008	40. 69	17, 147, 000	25, 570
1587	Current Riv. R. R.....	1, 606, 000	19, 597	49. 12	1, 606, 000	19, 597
1589	Kans. Cy., Clinton & Springf. Ry.	1, 775, 400	10, 197	32. 56	3, 250, 000	18, 665
1592	Kans. Cy., Pittsb. & Gulf R. R. [15] ...	2, 650, 000	25, 000	49. 46	2, 650, 000	25, 000
1597	Little Rock & Memph. R. R. [16]	.....	.....	.....	.....	.....
1598	La., Ark. & Mo. R. R. [17]	.....	.....	.....	.....	.....
1600	Manitou & Pike's Peak Ry	500, 000	56, 180	48. 96	500, 000	56, 180
1602	Miss. Riv. & Bonne T. Ry.....	300, 000	6, 320	30. 57	.....	.....
1604	Mo., Kans. & Tex. Ry. [18]	31, 701, 440	37, 751	47. 81	33, 346, 302	39, 722
	[Line north of Denison, Tex.]					
1605	Kans. Cy. & Pac. Ry	2, 500, 000	19, 222	50. 00	2, 500, 000	19, 222

[1] See page 294, No. 1295, for totals covering entire road.
[2] The funded debt and capital stock include issues for the acquisition, by purchase or exchange, the stocks and bonds of other roads forming part of the system, and the apportionment per mile made upon that basis.
[3] On basis of 8,813.66 miles. See note 2.
[4] On basis of 6,634.39 miles. See note 2.
[5] See page 294, No. 1544, for totals covering entire road.
[6] Road is .34 mile long; figures are on basis of 1 mile.
[7] Inserted to show relation of road following.
[8] See page 294, No. 1312, for totals covering entire road.
[9] Included in funded debt of Chic. & Alt. R. R.
[10] See page 294, No. 1344, for totals covering entire road.
[11] Excludes group portion of $4,068,000, apportioned "to other properties."
[12] Covers both railway and mining property.
[13] Excludes $1,379,500, apportioned "to other properties."
[14] Bonds unsold; pledged to the Un. Pac. Ry. Co., as security for a loan of $768,500.
[15] Report for six months ending June 30, 1893.
[16] Report of Receiver.
[17] Road under construction; no stock or bonds yet issued.
[18] See page 294, No. 1604, for totals covering entire road.

OF THE YEAR ENDING JUNE 30, 1893—Continued.

	9	10	11	12	13	14	15	16	
	FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
	Designation.			Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 12 / Col. 15	Total railway capital. Cols 2+5+12	Amount per mile of line. Cols. 3+6+13	No.
ls.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
ro.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
3,337	46,466,605	13,270,282	5,517,791	60,182,196	2,927	5.14	1,171,110,558	56,955	
),000				64,301	2,518	7.88	816,301	31,962	1538
2,874		1,806,303	1,404,681	8,643,235	[1] 2,067	4.00	[2] 215,907,703	[3] 47,639	1295
4,016		2,238,959		2,678,742	23,907	12.23	21,900,769	195,455	1544
2,000			10,572	1,670,874	6,250	7.93	21,053,446	78,750	1545
3,000							108,600	16,455	1546
3,000				172,691	3,050	9.33	1,850,691	32,686	1548
5,300			170,000	3,875,756	3,228	4.66	72,421,356	70,604	1549
),000							989,000	[4] 2,614,706	1551
1,000				23,288	376	1.16	2,006,088	32,429	1552
3,000		1,072,000					5,684,200	53,238	1553
),000				20,612	347	.99	2,090,612	35,225	1557
),000				41,032	760	2.10	1,951,032	36,130	1558
1,000				2,035,053	35,740	40.57	5,016,053	88,094	1559
7,000				667,235	5,353	19.34	3,449,235	27,671	1560
									1310
							[5] 1,322,560	12,494	1312
6,698	3,891,786			2,078,304	1,228	3.31	[6] 62,713,515	36,902	1344
1,000			249,000	929,553	9,121	14.69	[7] 6,328,553	62,094	1564
1,000				18,246	5,213	19.54	93,396	26,685	1566
1,000				73,200	4,800	10.72	683,200	44,800	1569
7,500				1,691,648	987	1.50	106,109,148	65,777	1570
1,000				62	6	.06	100,562	10,486	1571
1,000				28,675	462	.74	3,878,675	62,479	1572
1,000			3,547	51,196	3,938	3.38	1,514,743	105,092	1573
				244,838	9,274	10.91	2,244,838	85,032	1575
1,000				765	41	.05	1,500,365	81,101	1576
				896,329	10,904	10.91	[8] 8,216,329	99,956	1583
0,000				78,571	7,857	3.69	2,128,571	212,857	1585
9,000	658,000		711,000	1,433,645	2,138	4.57	31,327,645	46,716	1586
8,000				57,586	703	1.76	3,269,586	39,897	1587
0,000				427,959	2,458	7.84	5,453,359	31,320	1589
0,000				57,405	542	1.08	5,357,405	50,542	1592
				88,068	672	100.00	88,068	672	1597
									1598
0,000				21,166	2,378	2.08	1,021,166	114,738	1600
				681,488	14,356	69.43	981,488	20,676	1602
6,302				1,256,508	1,497	1.90	66,304,250	78,970	1604
0,000							5,000,000	38,444	1605

[1] See page 282, note 4.
[2] See page 282, note 2.
[3] See page 282, notes 3 and 4.
[4] See page 282, note 6.
[5] See page 282, note 9.
[6] See page 282, note 11.
[7] See page 282, notes 12 and 13.
[8] See page 282, note 14.

GROUP VIII. TABLE II.—AMOUNT OF RAILWAY CAPITAL.

No.	1	2	3	4	5	6
	Abbreviated name of road.	STOCKS.			FUNDED DEBT.	
		Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 / Col. 15	Amount outstanding. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*
1606	Mo. Pac. Ry	47,436,575	44,747	43.50	54,012,000	50,949
1607	Boonv., St. L. & Sn. Ry	250,000	5,686	38.46	400,000	9,097
1609	Kanop. & Kans. Cent. Ry	300,000	21,187	49.51	225,000	15,890
1610	Kans. & Colo. Pac. Ry	25,498,100	17,591	48.68	23,532,000	16,234
1611	Kans. Cy. & S. Wn. Ry. (of Mo.)	207,000	10,000	24.20	407,000	19,662
1612	Kans. Cy. & S. Wn. Ry. (of Kans.).	276,000	10,025	26.53	550,000	19,978
1613	Kans. S. Wn. Ry	397,440	15,955	43.46	372,000	14,934
1614	Le Roy & Caney Vy. Air Line R. R	540,000	10,429	50.33	520,000	10,042
1617	Pueb. & State Line R. R	1,550,000	10,189	34.87	2,270,000	14,922
1618	Rooks Co. R. R	500,000	27,397	55.63	275,000	15,069
1619	St. L., Oak H. & Carondelet Ry	400,000	63,492	42.92	400,000	63,492
1620	Cent. Brh. Un. Pac. R. R	1,000,000	10,000	12.55	[1] 5,759,819	57,598
1621	Atch., Colo. & Pac. R. R	1,522,400	5,975	27.21	4,070,000	15,974
1622	Atch., Jew. Co. & Wn. R. R	202,400	6,060	27.18	542,000	16,227
1623	Kans. Cy., Wyand. & N. Wn. R. R. [2]					
1624	Kans. Cy., Law. & Wich. R. R. [3]					
1625	Law. & Emp. Ry	465,000	15,176	34.37	465,000	15,176
1626	Kans. Cy. & Beatrice R. R. [3]					
1627	St. L., Iron Mtn. & Sn. Ry	25,788,925	20,852	36.09	42,302,376	34,205
1629	Kans. & Ark. Vy. Ry	1,706,400	10,000	32.79	3,412,000	19,995
1630	Little Rock & Ft. Smith Ry	4,505,309	26,894	59.82	2,342,727	13,985
1631	Little Rock Jctn. Ry	400,000	[4] 677,966	47.58	435,000	[4] 737,288
1632	Bellevue Vy. R. R	40,000	11,204	100.00		
1633	Sedalia, Warsaw & S. Wn. Ry	516,000	11,930	98.66		
1634	Mo. Sn. R. R	80,000	4,706	73.41		
1635	Mo. S. En. Ry	60,000	8,955	85.30	6,667	995
1636	Montg. & Wn. R. R. [5]	5,000	2,000	100.00		
1639	Pine Bluff & En. R. R	600,000	27,273	74.19	200,000	9,091
1644	St. L. S. Wn. Ry	36,500,000	62,639	55.69	28,357,170	48,665
1649	St. L. Tr. Ry	199,800	27,483	35.46		
1653	Term. R. R. Assn. of St. L	1,441,200	1,067,556	15.71	7,000,000	5,185,185
1654	St. L. Brg. Co	7,990,000	6,549,180	60.95	5,000,000	4,098,361
1655	Tunnel R. R. of St. L	1,250,000	[6] 1,329,787	97.09		
1656	Texarkana & Ft. Smith Ry. [7]	100,000	3,704	32.59	200,000	7,407
1657	Texarkana & Shreveport. R. R	176,000	7,652	97.27		
1658	Ultima T., Arkadel. & Miss. Ry	150,000	7,059	100.00		
1529	Un. Pac. Ry. [8] [Kansas Div. and Leavenworth Branch.]	[9] 13,857,566	20,515	29.64	[9] 31,492,768	46,623
1661	Denver, Leadv. & Gunnison Ry	3,000,000	9,240	48.39	2,306,000	7,109
1662	Jctn. Cy. & Ft. Kear. Ry	1,056,100	12,001	33.66	1,141,000	12,966
1663	Kans. Cent. R. R	1,348,000	8,152	29.00	1,348,000	8,152
1664	Leav., Top. & S. Wn. Ry	1,380,000	29,633	36.43	1,380,000	29,633
1665	Sal. & S. Wn. Ry	288,400	8,131	26.14	540,000	15,224
1666	Solomon R. R	1,108,850	19,440	61.88	575,000	10,081
1668	Un Pac., Denver & Gulf Ry	33,837,093	37,780	57.86	22,436,000	25,051
1669	Un. Pac., Linc. & Colo. Ry	2,309,800	10,250	32.92	4,431,000	19,663
1670	White & Black Riv. Vy. Ry	323,000	5,047	45.17	278,000	4,344

[1] Includes $3,529,819 United States subsidy bonds and interest.
[2] Report of Receiver.
[3] Inserted to show relation of road following.
[4] Road is .59 mile long; figures are on basis of 1 mile.
[5] Road not in operation.
[6] Road is .94 mile long; figures are on basis of 1 mile.
[7] Report for seven months ending June 30, 1893.
[8] See page 294, No. 1529, for totals covering entire road.
[9] See page 285, note 6.

IE YEAR ENDING JUNE 30, 1893—Continued.

9	10	11	12	13	14	15	16	
FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.			Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	No.
Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
24, 012, 000	.....	.....	7, 606, 794	7, 175	6. 98	109, 055, 369	102, 871	1606
.....	.....	.....	.....	.....	.....	650, 000	14, 783	1607
.....	.....	.....	81, 000	5, 720	13. 36	606, 000	42. 797	1609
.....	.....	.....	3, 350, 978	2, 312	6. 39	52, 381, 078	36, 137	1610
.....	.....	.....	241, 230	11, 653	28. 21	855, 230	41, 315	1611
.....	.....	.....	214, 500	7, 792	20. 61	1, 040, 500	37, 795	1612
.....	.....	.....	145, 080	5, 824	15. 86	914. 520	36, 713	1613
.....	.....	.....	13, 000	251	1. 21	1, 073, 000	20, 722	1614
.....	.....	.....	624, 250	4, 104	14. 05	4, 444, 250	29, 215	1617
.....	.....	.....	123, 750	6. 781	13. 77	898. 750	49. 247	1618
.....	.....	.....	132, 000	20, 953	14. 16	932, 000	147, 937	1619
.....	.....	.....	1, 210, 636	12, 107	15. 19	[1] 7, 970, 455	79, 705	1620
.....	.....	.....	2, 070	8	. 04	5, 594, 470	21, 957	1621
.....	.....	.....	465	14	. 06	744, 865	22. 301	1622
.....	.....	.....	1, 183, 580	8, 454	100. 00	1. 183. 580	8, 454	1623
.....	.....	.....	.....	.....	.....	.....	.....	1624
.....	.....	.....	423, 113	13, 810	31. 26	1, 353, 113	44, 162	1625
.....	.....	.....	79, 669	3, 964	100. 00	79, 669	3, 964	1626
.....	153, 020	2, 135, 000	3, 377, 503	2, 731	4. 72	71, 468, 804	57, 788	1627
.....	.....	.....	85, 300	500	1. 64	5, 203, 700	30, 495	1629
.....	.....	.....	682, 867	4, 076	9. 07	7, 530, 903	44. 955	1630
.....	.....	.....	5, 731	[2] 9. 714	. 68	840, 731	[4] 1, 424, 968	1631
.....	.....	.....	.....	.....	.....	40, 009	11, 204	1632
.....	.....	.....	7, 016	162	1. 34	523, 016	12, 098	1633
.....	.....	.....	28, 970	1, 704	26. 59	108, 970	6, 410	1634
.....	.....	667	3, 680	550	5. 23	70, 347	10. 500	1635
.....	.....	.....	.....	.....	.....	5, 000	2. 000	1636
.....	.....	.....	8, 718	396	1. 08	808, 718	36, 700	1639
.....	8, 000, 000	357, 170	681, 532	1, 170	1. 04	65, 538, 702	112, 474	1644
.....	.....	.....	363, 634	50, 018	64. 54	563 434	77, 501	1649
.....	.....	.....	731, 585	541, 915	7. 97	9, 172, 785	6, 794. 656	1652
.....	.....	.....	119, 700	98, 115	. 91	13, 109, 700	10, 745, 656	1654
.....	.....	.....	37 500	[3] 39, 894	2. 91	1, 287, 500	[4] 1, 369, 681	1655
.....	.....	.....	6, 887	255	2. 24	306. 887	11. 366	1656
.....	.....	.....	4, 942	215	2. 73	180, 952	7. 867	1657
.....	.....	.....	.....	.....	.....	150, 000	7, 059	1658
7, 818, 819	.....	472, 204	[5] 1, 402, 588	2, 076	3. 00	[6] 46, 752, 922	69, 214	1529
.....	.....	.....	892, 321	2, 748	14. 39	6, 200, 321	19, 096	1661
.....	.....	.....	940, 583	10, 688	29. 97	3, 137, 083	35, 655	1662
.....	.....	.....	1, 952, 752	11, 810	42. 60	4, 648, 752	28, 114	1663
.....	.....	.....	1, 027, 639	22, 066	27. 14	3, 787, 639	81, 332	1664
.....	.....	.....	274, 710	7, 745	24. 90	1, 103, 110	31, 100	1665
.....	.....	.....	108, 120	1, 895	6. 03	1, 791, 970	31, 416	1666
86, 000	.....	4, 000	2, 208, 485	2, 466	3. 77	58, 481, 578	65, 297	1668
.....	.....	.....	275, 252	1, 221	3. 92	7, 016, 052	31, 134	1669
.....	.....	.....	114, 025	1, 781	15. 95	715, 025	11, 172	1670

, note 1. [2] See page 284, note 4. [3] See page 284, note 6.
oup portion of amount apportioned "to railroads," of United States currency 6 per
interest, $51,522,110. [5] See note 4.
oup portion of $78,884,031, "total railway capital" apportioned "to other properties."

GROUP IX. TABLE II.—AMOUNT OF RAILWAY CAPITAL AT

No.	1	2	3	4	5	6	7
		STOCKS.			FUNDED DEBT.		
	Abbreviated name of road.	Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 / Col. 15	Amount outstanding. Cols. 8+9+10+11	Amount per mile of line.	Proportion to total railway capital. 100 × Col.
	Total—Group IX	*Dollars.* 234,487,269	*Dollars.* 23,455	*Per ct.* 42.65	*Dollars.* 284,329,455	*Dollars.* 28,441	*Per* 51
1295	Atch., Top. & S. Fé R. R. [1] [Line south of Red Riv.]	[2] 12,244,176	[3] 11,573	24.29	[2] 35,950,370	[4] 33,979	71
1675	Gulf, Colo. & S. Fé Ry	4,560,000	4,310	13.68	21,160,000	20,000	63
1677	Austin & N. Wn. R. R	1,016,000	9,313	32.82	1,920,000	17,598	62
1680	Chic., Rock I. & Tex. Ry. [5]	7,520	135	.77	840,000	15,106	86
1686	Ft. Wor. & Rio G. Ry	2,777,100	19,000	46.51	2,923,000	20,000	48
1687	Galv. & Wn. Ry	317,000	24,198	94.90			
1689	Hearne & Brazos Vy. R. R	52,870	3,220	52.98	35,000	2,131	35
1690	Houston & Tex. Cent. R. R. [6]	10,000,000	22,097	36.77	16,463,420	36,379	60
1691	Ft. Wor. & N. O. Ry	300,000	7,491	22.92	709,000	17,703	54
1692	Cent. Tex. N. Wn. Ry	200,000	16,181	50.15	180,000	14,563	45
1693	Houston Belt & Magnolia Park Ry.	150,000	25,000	93.72			
1694	Houston E. & W. Tex. Ry	1,920,000	10,000	41.40	2,688,000	14,000	57
1695	Houston & Shrevept. R. R. [7]						
1697	Internat. & Gt. Nn. R. R	9,755,000	12,581	33.85	18,566,649	23,945	64
1698	Galv., Houston & Hend. R. R. of 1882.	1,000,000	20,000	33.12	2,000,000	40,000	66
1699	Kans. Cy., Watkins & Gulf Ry. [8]	1,967,400	20,000	39.86	1,967,400	20,000	39
1708	Minden R. R. & Compress Co	39,350	7,495	100.00			
1604	Mo., Kans. & Tex. Ry. [9] [Line south of Denison, Tex.]	30,068,560	37,751	47.81	31,628,698	39,722	58
1712	N. O. & N. Wn. Ry	4,500,000	53,572	71.47	1,500,000	17,857	23
1719	Paris, Marsh. & Sab. Pass Ry	[10]			[10]		
1720	Pecos Vy. Ry	[11] 415,000	11,857	44.41	[12] 420,000	12,000	44
1721	Pecos Riv. R. R	691,200	12,800	49.20	696,000	12,889	49
1722	Rio G. R. R	255,200	11,342	70.07	109,000	4,845	29
1723	Rio G. & Eagle Pass Ry	600,000	21,622	49.96	598,000	21,549	49
1725	St. L. S. Wn. Ry. of Tex	2,500,000	4,532	66.27	[13] 357,170	647	9
1726	Tyler S. En. Ry	250,000	2,822	77.75	[14]		
1727	San Ant. & Aransas Pass Ry	5,000,000	7,274	21.31	17,822,905	25,928	75
1729	Sherman, Shrevept. & Sn. Ry. [15]	1,551,800	10,011	32.93	3,100,000	20,000	65
1731	Sn. Pac. Co. [16] [Atlantic System.]	31,546,553	[17] 18,109	89.91	[18]		
1732	Galv., Harrisb. & San Ant. Ry	27,084,400	29,100	46.86	26,435,840	28,404	45
1733	La. Wn. R. R	3,360,000	29,877	58.04	2,240,000	19,918	38
1734	Morgan s La. & Tex. R. R	15,000,000	57,715	68.92	6,745,716	25,955	30
1735	Gulf, Wn. Tex. & Pac. Ry	500,000	4,496	18.33	2,224,000	20,000	81
1736	N. Y., Tex. & Mexican Ry	630,040	6,924	22.89	1,518,000	16,681	55
1737	Tex. & N. O. R. R. of 1874	5,000,000	24,255	47.72	5,189,098	25,173	49
1738	Tex. Transp. Co	28,400	3,595	7.59			
1740	Tex. & Pac. Ry	38,710,900	27,884	40.94	[19] 54,525,225	39,276	57
1741	Tex. Cent. R. R	3,974,200	22,327	66.14	2,000,000	11,236	33
1742	Tex. Mexican Ry	2,500,000	15,373	40.35	2,340,000	14,390	37

[1] See page 294, No. 1295, for totals covering entire road.
[2] The funded debt and capital stock include issues for the acquisition, by purchase or exchange, the stocks and bonds of other roads forming part of the system, and the apportionment per mile made upon that basis.
[3] On basis of 8,813.66 miles. See note 2.
[4] On basis of 6,634.39 miles. See note 2.
[5] Report for period, January 22 to June 30, 1893.
[6] Report for three months ending June 30, 1893.
[7] Reorganization of Shrevept. & Houston Ry. October 23, 1891; reorganized company has no information regarding stocks or bonds.
[8] Report for nine months ending June 30, 1893.
[9] See page 294, No. 1604, for totals covering entire road.
[10] Road sold at foreclosure October 7, 1892. No stock or bonds issued under reorganization.
[11] Excludes $690,000, apportioned "to other properties."
[12] Excludes $696,000, apportioned "to other properties."
[13] Excludes $14,167,500 held by the St. L. S. Wn. Ry., and covered by an issue of its own bonds.
[14] Funded debt $990,000 held by the St. L. S. Wn. Ry. and covered by an issue of its own bonds.
[15] Report for five months ending June 30, 1893.
[16] See page 294, No. 1731, for totals covering entire road.
[17] On basis of 6,573.82 miles "operated," exclusive of trackage rights; no mileage owned.
[18] $2,929,000, entire bonds, apportioned "to other properties."
[19] Includes $37,504 "deferred payments—interest" on "equipment trust obligations."

F THE YEAR ENDING JUNE 30, 1893—Continued.

	9	10	11	12	13	14	15	16	
	FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
	Designation.								No.
	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100×Col. 12 / Col. 15	Total railway capital Cols 3+5+12	Amount per mile of line. Cols 3+6+13	
s.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls*	*Per cent.*	*Dollars.*	*Dollars.*	
,734	1,666,087	26,554,536	1,812,108	30,978,251	3,099	5.63	549,794,975	54,995	
,139	.....	461,419	358,812	2,207,909	[1] 2,087	4.38	[2] 50,402,455	[3] 47,639	1295
,000	.....	.....	.....	7,610,161	7,103	22.83	33,330,161	31,503	1675
,000	.....	.....	.....	159,977	1,466	5.16	3,095,977	28,377	1677
,000	.....	.....	.....	119,247	2,145	12.34	966,767	17,388	1680
,000	.....	.....	.....	270,889	1,853	4.54	5,970,989	40,853	1686
.....	.....	.....	.....	17,027	1,300	5.10	334,027	25,498	1687
.....	35,000	.....	.....	11,914	725	11.94	99,784	6,076	1689
,429	.....	.....	.....	732,489	1,619	2.69	27,195,909	60,095	1690
,909	.....	.....	.....	299,906	7,488	22.91	1,308,906	32,682	1691
,000	.....	.....	.....	18,771	1,519	4.71	398,771	32,263	1692
.....	.....	.....	.....	10,057	1,676	6.28	160,057	26,676	1693
,000	.....	.....	.....	29,982	156	.64	4,637,982	24,156	1694
.....	.....	.....	.....	3,776	94	100.00	3,776	94	1695
,500	668,149	.....	.....	493,559	636	1.71	28,815,208	37,162	1697
,000	.....	.....	.....	19,723	394	.65	3,019,723	60,394	1698
,400	.....	.....	.....	1,000,665	10,172	20.28	4,935,465	50,172	1699
.....	.....	.....	.....	.....	.....	.....	39,350	7,495	1708
,666	.....	.....	.....	1,191,788	1,497	1.90	62,889,046	78,970	1604
,000	.....	.....	.....	296,696	3,532	4.71	6,296,696	74,961	1712
.....	.....	.....	.....	1,015	66	100.00	[4] 1,016	66	1719
,000	.....	.....	.....	99,384	2,840	10.64	[5] 934,384	26,697	1720
,000	.....	.....	.....	17,556	325	1.25	1,404,756	26,014	1721
,000	.....	.....	.....	.....	.....	.....	384,200	16,187	1722
,960	.....	.....	.....	2,946	106	.24	1,200,946	43,277	1723
.....	.....	.....	357,170	915,653	1,660	24.27	[6] 3,772,823	6,839	1725
.....	.....	.....	.....	71,540	807	22.25	[7] 321,540	3,629	1726
,000	.....	.....	622,905	636,784	926	2.71	23,459,689	34,128	1727
,000	.....	.....	.....	60,107	388	1.28	4,711,907	30,399	1729
.....	.....	.....	.....	3,541,294	82,033	10.19	[9] 35,087,847	[8] 20,142	1731
,000	552,840	.....	.....	4,277,592	4,596	7.40	57,797,832	62,100	1732
,000	.....	.....	.....	189,197	1,683	3.27	5,789,197	51,478	1733
,716	.....	.....	.....	23,722	91	1.09	21,769,438	83,761	1734
,000	.....	.....	.....	3,213	29	.12	2,727,213	24,525	1735
,000	.....	.....	.....	603,681	6,634	21.94	2,751,721	30,239	1736
,900	410,098	.....	.....	288,104	1,398	2.75	10,477,202	50,826	1737
.....	.....	.....	.....	345,827	43,776	92.41	374,227	47,371	1738
,976	.....	25,471,257	[10] 281,992	1,309,975	944	1.39	[10] 94,546,100	68,104	1740
,000	.....	.....	.....	34,805	195	.58	6,009,005	33,758	1741
,000	.....	.....	.....	1,356,436	8,341	21.89	6,196,436	38,104	1742

[1] See page 286, note 4.
[2] See page 286, note 2.
[3] See page 286, notes 3 and 4.
[4] See page 286, note 10.
[5] See page 286, notes 11 and 12
[6] See page 286, note 13.
[7] See page 286, note 14.
[8] See page 286, note 17.
[9] See page 286, note 18.
[10] See page 286, note 19.

GROUP IX. TABLE II.—AMOUNT OF RAILWAY CAPITAL A'

No.	1	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
	Abbreviated name of road.	Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 / Col. 15	Amount outstanding. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*
1743	Tex. Midl. R. R.[1]	500,000	9,604	35.37	900,000	17,288
1744	Tex., Sab. Vy. & N. Wn. Ry	475,000	12,500	44.10	523,000	13,763
1747	Tex. Trunk R. R.[2]					
1529	Un. Pac. Ry.:[3]					
1668	Un. Pac., Denver & Gulf Ry.:[4]					
1749	Ft. Wor. & Denver Cy. Ry	9,375,000	20,631	51.60	8,336,000	18,345
1750	Ft. Wor. & Denver Term. Ry.	200,000	29,070	50.00	200,000	29,070
1752	Velasco Term. Ry	343,100	17,155	94.54	(5)	
1753	Vicksb., Shrevept. & Pac. R. R.	1,601,500	8,499	14.07	7,997,964	42,448
1755	Weatherf., Minl. Wells & N. Wn. Ry.	500,000	21,739	45.56	500,000	21,739
1756	Wich. Vy. Ry	1,020,000	20,000	47.98	1,020,000	20,000

[1] Report for period, February 25 to June 30, 1893.
[2] Report of Receiver.
[3] Inserted to show relation of three roads following.
[4] Inserted to show relation of two roads following.
[5] Bonds not yet issued.

CLOSE OF THE YEAR ENDING JUNE 30, 1893—Continued.

8	9	10	11	12	13	14	15	16	
FUNDED DEBT.				OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.									No.
Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	
900 000	.....	.....	.....	17, 655	202	.97	1, 418, 655	27, 154	1743
523, 000	.....	.....	.....	79, 182	2, 002	7. 34	1, 077, 132	28. 345	1744
.....	.....	.....	.....	168, 378	3, 264	100. 00	168, 378	3, 264	1747
									1529
									1668
8, 176, 000	.....	.....	160, 000	459, 604	1, 011	2. 53	18, 170, 604	39. 967	1749
280. 000	.....	.....	.....	.....	.....	.....	400, 000	58, 140	1750
.....	.....	.....	.....	19, 813	991	5. 46	[1] 362, 913	18, 146	1752
7, 344. 873	.....	621, 860	31, 229	1, 780, 916	9, 402	15. 65	11. 380, 380	60, 399	1753
569, 000	.....	.....	.....	97, 450	4, 237	8. 88	1, 097, 450	47, 715	1755
1, 620, 000	.....	.....	.....	85, 935	1, 685	4. 04	2, 125, 935	41. 685	1756

[1] See page 288, note 5.

GROUP X. TABLE II.—AMOUNT OF RAILWAY CAPITAL AT

No.	1	2	3	4	5	6	7
	Abbreviated name of road.	STOCKS. Amount outstanding.	STOCKS. Amount per mile of line.	STOCKS. Proportion to total railway capital. 100×Col. 2 / Col. 15	FUNDED DEBT. Amount outstanding. Cols. 8+9+10+11	FUNDED DEBT. Amount per mile of line.	Proportion to total railway capital. 100×Col. / Col.
	Total—Group X	*Dollars.* 535,807,043	*Dollars.* 44,900	*Per ct.* 53.96	*Dollars.* 411,202,950	*Dollars.* 34,459	*Per*
1756	Arcata & Mad Riv. R. R	187,740	10,884	98.43			
1759	Ariz. & New Mex. Ry	1,500,000	21,127	53.54	1,294,533	18,233	
1760	Ariz. & S. En. R. R	400,000	11,050	97.56			
1295	Atch., Top. & S. Fé R. R. [1] [Line west of Santa Fé, N.M.]	[2] 16,358,936	[3] 11,573	35.02	[2] 28,589,379	[4] 33,979	
1544	Atl. & Pac. R. R. [5] [Western and California Divisions.]	66,841,248	115,297	58.99	32,610,654	56,251	
1762	New Mex. & Ariz. R. R	3,682,000	41,946	96.46	([6])		
1763	Sn. Cal. Ry	12,804,000	26,079	89.13	([6])		
1768	Buckspt. & Elk Riv. R. R	500,000	41,666	99.97			
1771	Carson & Colo. Ry	4,380,000	14,256	68.53	2,000,000	6,569	
1776	Colusa & L. R. R	100,500	4,568	58.95	70,000	3,182	
1777	Coos Bay, Roseb. & En. R. R. & Nav. Co. [7]	2,000,000	133,333	84.21	375,000	25,000	
1781	Eureka & Palisade R. R	2,000,000	23,809	64.36	1,000,000	11,905	
1787	Gt. Salt L. & Hot Spgs. Ry	76,700	6,696	100.00			
1791	Ilwaco Ry. & Nav. Co	125,000	7,813	48.80			
1797	Los. Ang. Term. Ry. [8]	3,000,000	55,970	65.99	1,500,000	27,985	
1799	Maricopa & Phœnix R. R	660,000	17,462	52.14	540,000	15,716	
1803	Nev.-Cal.-Oregon Ry. [9]						
1438	Nn. Pac. R. R. [10] [Line West of Idaho.]	21,525,224	[11] 24,929	36.72	33,763,124	[11] 39,102	
1806	Cent. Wash. R. R	1,500,000	13,710	41.09	2,150,000	19,651	
1808	Cœur d'Alene Ry. & Nav. Co	1,000,000	19,194	44.66	1,238,000	23,762	
1812	Spokane & Palouse Ry	1,000,000	6,534	25.09	2,984,000	19,498	
1816	Seattle, L. Shore & En. Ry	4,150,000	18,279	42.00	5,675,000	24,997	
1817	N. Pac. Coast R. R	2,500,000	[12] 27,625	60.71	1,490,000	[12] 16,464	
1759	Oregon & Wash. T. R. R. [13]						
1833	Rio G. Wn. Ry	16,250,000	37,500	48.12	16,000,000	36,924	
1839	Salt L. & Los Ang. Ry	140,100	9,340	26.59	300,000	20,000	
1841	San Fran. & N. Pac. Ry	6,000,000	36,293	58.38	4,188,000	25,333	
1851	Sierra Vy. & Mohawk R. R. [7]	7,000	467	5.16	128,500	8,566	
1852	Silv. Cy. & Nn. R. R	([14])			([14])		
1731	Sn. Pac. Co. [15] [Pacific System.]	87,500,617	[16] 18,109	89.91	([17])		
1854	Cal. Pac. R. R	[18] 12,000,000	105,783	62.98	[18] 6,825,500	60,168	
1855	Cent. Pac. R. R	[18] 68,000,000	50,546	42.91	[19] 86,863,680	76,227	
1856	Northern Ry	[18] 12,896,000	33,119	56.41	[18] 9,907,000	25,443	
1857	Nn. Cal. Ry	1,280,000	23,881	57.53	945,000	17,630	

[1] See page 294, No. 1295, for totals covering entire road.
[2] The funded debt and capital stock include issues for the acquisition, by purchase or exch of the stocks and bonds of other roads forming part of the system, and the apportionment per m made upon that basis.
[3] On basis of 8,813.66 miles. See note 2.
[4] On basis of 6,634.39 miles. See note 2.
[5] See page 294, No. 1544, for totals covering entire road.
[6] Covered by funded debt of Atch., Top. & S. Fé R. R. See note 2.
[7] Road not in operation.
[8] Report for six months ending June 30, 1893.
[9] Report for six months ending June 30, 1893; road newly reorganized, no stock or bonds rep
[10] See page 294, No. 1438, for totals covering entire road.
[11] On basis of 3,415.30 miles, which includes 1,204.82 miles of "proprietary companies;" 264.95 of latter in Manitoba.
[12] On basis of 90.50, miles, which includes 6 miles of ferry.
[13] Report of Receiver for period. July 1 to November 4, 1892. Reorganized as Washingto Columbia River Ry., November 4, 1892.
[14] Capital stock and funded debt issued to S. Wn. Coal & Iron Co., for construction of road; a thus issued not reported.
[15] See page 294, No. 1731, for totals covering entire road.
[16] On basis of 6,573.82 miles "operated," exclusive of trackage rights; no mileage owned.
[17] $2,929,000, entire bonds, apportioned "to other properties."
[18] Capital stock and bonds cover railroad, telegraph lines, rolling stock, ferry and river steamer
[19] Includes $27,855,680 U. S. subsidy bonds. See also note 18.

CLOSE OF THE YEAR ENDING JUNE 30, 1893—Continued.

8	9	10	11	12	13	14	15	16	
FUNDED DEBT.				OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.				Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100×Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	No.
Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
359,493,053	47,573,107	11,950,983	1,185,807	45,975,641	3,853	4.63	992,985,634	83,212	
				3,006	174	1.57	190,746	11,058	1758
1,294,533				7,011	98	.25	2,801,544	39,458	1759
				9,998	276	2.44	409,998	11,326	1760
27,937,093		366,942	285,344	1,755,831 [1]	2,087	3.76	[2] 46,704,146	[3] 47,639	1295
21,626,613		11,584,041		13,859,412	23,907	12.23	113,311,314	195,455	1544
				135,460	1,543	3.54	[4] 3,817,460	43,489	1762
				1,562,355	3,182	10.87	[4] 14,366,355	29,261	1763
				141	12	.03	500,141	41,678	1768
2,000,000				11,385	37	.18	6,391,385	20,802	1771
70,000							170,500	7,750	1776
375,000							2,375,000	158,333	1777
1,000,000				107,671	1,232	3.46	3,107,671	36,996	1781
							76,700	6,696	1787
				131,143	8,196	51.20	256,143	16,009	1791
1,500,000				46,292	864	1.02	4,546,292	84,819	1797
540,000				10,692	311	.93	1,150,692	33,489	1799
				35,833	454	100.00	35,833	454	1803
31,487,734	1,516,927		758,463	3,334,817 [5]	3,862	5.68	58,623,165	[5] 67,893	1438
2,150,000				300	2	.01	3,650,300	33,363	1806
1,238,000				840	16	.04	2,238,840	42,972	1808
2,964,000				1,170	8	.03	3,985,170	26,040	1812
5,675,000				55,870	246	.57	9,880,870	43,522	1816
1,490,000				128,248 [6]	1,417	3.11	4,118,248	[6] 45,506	1817
									1759
16,000,000				1,520,257	3,508	4.50	33,770,257	77,932	1833
300,000				86,814	5,788	16.47	526,914	35,128	1839
4,188,000				91,341	552	.88	10,279,341	62,178	1841
110,000	18,500						135,500	9,033	1851
				1,547	85	100.00	1,547	85	1852
				9,822,480 [7]	2,033	10.09	[8] 97,323,097	[7] 20,142	1731
6,825,500				228,124	2,011	1.20	[9] 19,053,624	167,962	1854
60,008,000	27,855,680			3,608,617	2,682	2.28	[10] 158,472,297	129,455	1855
9,907,000				59,114	152	.26	[9] 22,862,114	58,714	1856
945,000							2,225,000	41,511	1857

[1] See page 290, note 4.
[2] See page 290, note 2.
[3] See page 290, notes 3 and 4.
[4] See page 290, note 6.
[5] See page 290, note 11.
[6] See page 290, note 12.
[7] See page 290, note 16.
[8] See page 290, note 17.
[9] See page 290, note 18.
[10] See page 290, notes 18 and 19.

GROUP X. TABLE II.—AMOUNT OF RAILWAY CAPITAL AT

No.	1	2	3	4	5	6	
	Abbreviated name of road.	STOCKS.			FUNDED DEBT.		
		Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 / Col. 15	Amount outstanding. Cols. 8+9+10+11	Amount per mile of line.	
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollars.*	
	Sn. Pac. Co.—Continued. [Pacific System.]						
1858	Oregon & Cal. R. R.	[1] 19,060,060	33,480	52.29	[1] 17,045,000	30,035	
1859	Oregonian R. R.	1,531,100	26,628	100.00			
1796	Portl. & Willamette Vy. Ry. [2]						
1860	Portl. & Yamhill R. R. [3]	285,000	10,000	31.97			
1861	Sn. Pac. R. R. of Ariz	19,995,000	50,943	65.94	10,000,000	25,478	
1862	Sn. Pac. R. R. of Cal.	[4] 66,577,000	36,484	57.90	[4] 47,721,500	26,152	
1863	Sn. Pac. R. R. of New Mex	6,888,800	41,176	61.88	4,180,000	24,985	
1864	S. Pac. Coast Ry	[1] 6,000,000	59,406	52.17	[1] 5,500,000	54,455	
1867	Sumpter Vy. Ry [5]	150,000	5,556	44.89	150,000	5,556	
1529	Un. Pac. Ry.: [6]						
1870	Echo & Park Cy. Ry	480,000	15,899	37.64	480,000	15,899	
1871	Oregon S. Line & Utah Nn. Ry	26,244,853	17,706	32.29	49,969,000	33,712	
1872	Oregon Ry. & Nav. Co	24,000,000	37,342	49.62	22,707,000	35,330	
1873	Cascade R. R.	150,000	25,000	100.00			
1874	Col. & Palouse R. R.	1,000,000	6,906	26.12	2,829,000	19,537	
1875	Mill Ck., Flume & Mfg Co.	200,000	14,925	100.00			
1876	Oregon Ry Ex. Co	1,000,000	14,550	39.82	1,511,580	21,993	
1878	Wash. & Idaho R. R.	2,308,200	14,970	33.33	4,447,500	28,844	
1881	Utah Cent. Ry. [7]						
1882	Vancouver, Klickitat & Yakima R. R.	60,000	5,000	63.34			
1883	Va. & Truckee R. R.	5,000,000	95,786	98.70			
1884	Visalia R. R. [8]	82,025	11,190	100.00			
1885	Visalia & Tulare R. R.	50,000	4,348	44.28	50,000	4,348	
1887	Wash. & Col. Riv. Ry. [9]	3,000,000	18,509	41.64	4,175,000	25,759	
1888	Wash. Sn. Ry. (of Wash.)	1,500,000	90,909	100.00	([10])		

[1] Capital stock, bonds, etc., cover railroad, telegraph lines, rolling stock, ferry steamers, etc.
[2] Report of Receiver for two months ending August 31, 1892. Reorganised as Portland and Y
R. R., August 31, 1892.
[3] Report for ten months ending June 30, 1893. See note 2.
[4] Capital stock and bonds cover railroad, telegraph lines, rolling stock, etc.; also lands gran
the United States.
[5] Report for six months ending June 30, 1893.
[6] Inserted to show relation of eight roads following.
[7] The constituent roads of the Utah Cent. Ry., at the time of consolidation, had bonds to the a
of $2,300,000 outstanding, which were to be redeemed by an equal amount of consolidated bonds
Utah Cent. Ry., but issue of stock or bonds of this road has not yet been reported.
[8] Report for eighteen months ending June 30, 1893.
[9] Report for period, November 4 1892 to June 30, 1893.
[10] Receiver reports no information.

CLOSE OF THE YEAR ENDING JUNE 30, 1893—Continued.

8	9	10	11	12	13	14	15	16	
FUNDED DEBT.				OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.									No.
Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100 × Col. 12 / Col. 15	Total railway capital. Cols. 2+6+12	Amount per mile of line. Cols. 2+6+12	
Dollars.	*Dollars.*	*Dollars*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
17,045,000				289,057	510	.80	[1] 36,334,057	64,025	1858
							1,531,100	26,628	1859
									1796
				606,454	21,279	68.03	891,454	31,279	1860
10,000,000				328,570	837	1.08	30,323,570	77,258	1861
47,721,500				681,039	373	.59	[2] 114,979,539	63,009	1862
4,130,000				64,483	386	.58	11,133,283	66,547	1863
5,500,000							[1] 11,500,000	113,861	1864
150,000				34,114	1,263	10.22	334,114	12,375	1867
									1529
480,000				315,200	10,441	24.72	1,275,200	42,239	1870
36,827,000	13,000,000		142,000	5,065,685	3,418	6.23	81,279,538	54,836	1871
17,525,000	5,182,000			1,663,974	2,589	3.44	48,370,974	75,261	1872
							150,000	25,000	1873
2,829,000							3,829,000	26,443	1874
							200,000	14,925	1875
1,511,580							2,511,580	36,543	1876
4,447,500				168,900	1,096	2.44	6,924,600	44,910	1878
									1881
				34,730	2,894	36.66	94,730	7,894	1882
				65,883	1,262	1.90	5,065,883	97,048	1883
							82,025	11,190	1884
50,000				12,905	1,122	11.44	112,905	9,818	1885
4,175,000				28,878	178	.40	7,203,878	44,446	1887
							1,500,000	90,909	1888

[1] See page 292, note 1.

[2] See page 292, note 4.

TABLE II.—SUPPLEMENT.—AMOUNT OF RAILWAY

[Showing totalized figures

No.	1 Abbreviated name of road.	2 STOCKS. Amount outstanding.	3 STOCKS. Amount per mile of line.	4 STOCKS. Proportion to total railway capital. 100 × Col. 2 / Col. 15	5 FUNDED DE Amount outstanding. Cols. 8+9+10+11	6 FUNDED DE Amou per mil of line
		Dollars.	*Dollars.*	*Per ct.*	*Dollars.*	*Dollar*
43	Canadian Pac. Ry. [1]	[2] 65, 000, 000	20, 045	40. 90	[2] 89, 291, 970	[3] 22, 87
176	Balt. & Ohio R. R. [4]	30, 007, 886	55, 570	25. 79	[5] 75, 036, 600	[6] 68, 53
758	Clev., Cin., Chic. & St. L. Ry. [7]	38, 407, 723	22, 771	40. 95	48, 095, 730	28, 51
767	Peoria & En. Ry. [8]	10, 000, 000	29, 289	41. 56	13, 603, 000	39, 84
800	Indpls., Dec. & Wn. Ry. [9]	1, 000, 000	6, 557	17. 01	4, 218, 950	27, 66
806	Kanawha & Mich. Ry. [10]	10, 000, 000	60, 753	79. 81	2, 039, 000	12, 38
868	Norf. & Wn. R. R. [11]	57, 500, 000	43, 585	47. 76	58, 522, 744	44, 36
870	Ohio & Miss. Ry. [12]	24, 081, 914	38, 063	57. 70	16, 534, 000	26, 13
929	Tol., St. L. & Kans. Cy. R. R. [13]	17, 055, 000	37, 839	61. 34	10, 000, 000	22, 18
930	Wabash R. R. [14]	52, 000, 000	32, 622	38. 18	[15] 81, 500, 000	[16] 48, 07
984	Ches. & Ohio Ry. [17]	60, 805, 400	50, 705	48. 74	[18] 60, 451, 388	50, 41
1173	Ill. Cent. R. R. [19]	50, 000, 000	[20] 30, 816	42. 42	[21] 61, 936, 000	[20] 38, 17
1197	Louisv. & Nashv. R. R. [22]	52, 706, 120	[23] 25, 053	39. 14	77, 330, 660	[23] 36, 75
1295	Atch., Top. & S. Fé R. R. [24]	[25] 102, 000, 000	[26] 11, 573	29. 89	[25] 225, 433, 628	[27] 33, 97
1310	Chic. & Alt. R. R.: [28]					
1312	Kans. Cy., St. L. & Chic. R. R. [29]	2, 021, 700	12, 494	100. 00	([26])	
1333	Chic., Burl. & Quin. R. R. [31]	76, 408, 900	14, 131	37. 29	123, 606, 231	22, 86
1344	Chic., Rock I. & Pac. Ry. [32]	46, 156, 000	16, 027	43. 44	[33] 56, 579, 000	19, 64
1348	Chic., St. P., Minneap. & Om. Ry. [34]	34, 050, 127	24, 302	56. 96	24, 459, 800	17, 45
1378	Gt. Nn. Ry. [35]	([36])			([37])	
1380	St. P., Minneap. & Manit. Ry. [38]	20, 000, 000	5, 392	19. 07	70, 310, 754	18, 95
1438	Nn. Pac. R. R. [39]	85, 140, 131	[40] 24, 929	36. 71	133, 545, 500	[40] 39, 10
1529	Un. Pac. Ry. [41]	[42] 37, 493, 263	20, 515	29. 64	[42] 85, 207, 361	46, 62
1295	Atch., Top. & S. Fé R. R.: [28]					
1544	Atl. & Pac. Ry. [43]	79, 760, 300	115, 297	58. 99	38, 913, 629	56. 25
1604	Mo., Kans. & Tex. Ry. [44]	61, 770, 000	37, 751	57. 81	64, 975, 000	39, 72
1731	Sn. Pac. Co. [45]	119, 047, 170	[46] 18, 109	89. 91	([47])	

[1] Lies in Group I, and outside the United States; see page 234, No. 43.
[2] Covers line outside of United States only.
[3] On basis of 3,902.80 miles, which includes 660.10 miles of "proprietary companies."
[4] Lies in Groups II and III; see pages 240 and 254, No. 176.
[5] See page 240, note 3, and page 254, note 2. [6] See page 240, 1
[7] Lies in Groups III and VI; see pages 254 and 274, No. 758.
[8] Lies in Groups III and VI; see pages 254 and 274, No. 767.
[9] Lies in Groups III and VI; see pages 256 and 276, No. 800.
[10] Lies in Groups III and IV; see pages 256 and 262, No. 806.
[11] Lies in Groups III and IV; see pages 258 and 262, No. 868.
[12] Lies in Groups III and VI; see pages 258 and 278, No. 870.
[13] Lies in Groups III and VI; see pages 260 and 278, No. 929.
[14] Lies in Groups III and VI; see pages 260 and 278, No. 930.
[15] See page 278, note 11. [16] See page 260,
[17] Lies in Groups IV and V; see pages 262 and 266, No. 984.
[18] See page 262, note 5, and page 266, note 5.
[19] Lies in Groups V and VI; see pages 266 and 274, No. 1173.
[20] See page 266, note 19. [21] See page 266, note 20, and page 274, n
[22] Lies in Groups V and VI; see pages 268 and 276, No. 1197. [23] See page 268, 1
[24] Lies in Groups VI, VIII, IX, and X; see pages 272, 282, 286, and 290, No. 1295.
[25] See page 272, note 2. [26] See page 272, note 3.
[27] See page 272, note 4. [28] Inserted to show relation of road fol
[29] Lies in Groups VI and VIII; see pages 272 and 282, No. 1312. [30] See page 272,
[31] Lies in Groups VI and VII; see pages 272 and 280, No. 1333.
[32] Lies in Groups VI and VIII; see pages 274 and 282, No. 1344. [33] See page 274,
[34] Lies in Groups VI and VII; see pages 274 and 280, No. 1348.
[35] Lies in Groups VI and VII; see pages 274 and 280, No. 1378.
[36] See page 274, note 15. [37] See page 274,
[38] Lies in Groups VI and VII; see pages 274 and 280, No. 1380.
[39] Lies in Groups VI, VII, and X; see pages 276, 280, and 290, No. 1438.
[40] See page 276, note 19.
[41] Lies in Groups VII and VIII; see pages 280 and 284, No. 1529.
[42] See page 295, note 21.
[43] Lies in Groups VIII and X; see pages 282 and 290, No. 1544.
[44] Lies in Groups VIII and IX; see pages 282 and 286, No. 1604.
[45] Lies in Groups IX and X; see pages 286 and 290, No. 1731.
[46] See page 286, note 17. [47] See page 286, note 18.

CLOSE OF THE YEAR ENDING JUNE 30, 1893.

in more than one group.]

9	10	11	12	13	14	15	16	
FUNDED DEBT.			OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
Designation.								No.
Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amt. per mile of line.	Proportion to total railway capital. 100×Col. 12 / Col. 15	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+6+13	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	*Dollars.*	*Dollars.*	
95	.....	1,651,875	4,642,375	1,432	2.92	[1] 158,934,345	[2] 44,356	43
00	.....	1,000,000	11,322,782	20,968	9.73	[3] 116,366,668	[4] 145,075	176
30	.....	.....	7,275,571	4,313	7.76	93,779,024	55,508	758
00	4,000,000	.....	456,476	1,337	1.89	24,059,476	70,467	767
50	795,000	.....	658,875	4,320	11.21	5,877,825	38,541	800
00	.....	24,000	490,590	2,980	3.92	12,529,590	76,121	806
00 5,140,500	.....	3,731,044	4,353,420	3,300	3.62	120,376,164	91,246	868
00	.....	408,000	1,118,212	1,768	2.68	41,734,120	65,964	870
00 1,000,000	.....	.....	747,105	1,658	2.69	27,802,105	61,684	929
00	.....	.....	2,690,256	1,688	1.98	[5] 136,190,256	[6] 82,388	930
88	.....	395,000	3,493,897	2,913	2.08	[7] 124,750,685	104,028	984
00 48,289,000	.....	.....	5,931,969	[8] 3,656	5.03	[9] 117,807,969	[8] 72,644	1173
60	.....	.....	4,626,454	[10] 2,199	3.44	134,663,234	[10] 64,011	1197
12	2,693,416	2,250,000	13,845,115	[11] 2,087	4.05	[12] 341,278,743	[13] 47,639	1295
								1310
.....	.....	.....	.....	.....	.....	[14] 2,021,700	12,494	1312
50 39,178,681	.....	.....	4,850,287	897	2.37	204,865,418	37,888	1333
98 6,593,902	.....	.....	3,521,296	1,223	3.31	[15] 106,256,296	36,897	1344
00	.....	.....	1,264,886	903	2.12	59,774,813	42,662	1348
.....	.....	.....	9,496,356	[16] 2,791	100.00	[17] 9,496,356	[16] 2,791	1378
54	.....	.....	14,566,844	3,927	13.89	104,877,598	28,276	1380
00 6,000,000	.....	3,000,000	13,190,419	[18] 3,862	5.69	231,876,050	[18] 67,893	1438
62 [19]48,210,895	.....	1,277,604	[20] 3,794,865	2,076	3.00	[21] 126,495,489	69,214	1529
								1295
23	13,823,000	.....	16,538,155	23,907	12.23	135,212,084	195,455	1544
00	.....	.....	2,448,296	1,497	1.89	129,193,296	78,970	1604
.....	.....	.....	13,363,774	[22] 2,033	10.09	[23] 132,410,944	[22] 20,142	1731

ge 294, note 2.
ge 240, note 3.
ge 278, note 11.
ge 262, note 5, and page 266, note 5.
ge 266, note 20, and page 274, note 21.
ls of 6,634.39 miles.
ge 272, notes 3 and 4.
ge 274, note 2.
ge 274, notes 15 and 16.
es amount apportioned "to railroads," of United States currency 6 per cent bonds and $1,522,110.
des $78,884,031, "total railway capital" apportioned "to other properties."
ge 286, note 17.

[2] See page 294, note 3.
[4] See page 240, note 4.
[6] See page 260, note 4.
[8] See page 266, note 19.
[10] See page 268, note 7.
[12] See page 272, note 2.
[14] See page 272, note 12.
[16] On basis of 3,402.40 miles "operated;" no mileage owned.
[18] See page 276, note 19.
[20] See note 21.
[22] See page 286, note 18.

TABLE III.

EARNINGS AND INCOME

FOR

THE YEAR ENDING JUNE 30, 1893.

A.—EARNINGS FROM OPERATION.

EXPLANATORY NOTE.

The statistics in this table have been tabulated on the basis of the territorial grouping adopted in 1890. With the exceptions explained by footnotes, the roads appearing in column 1 are those making operating reports in season for use in all tabulations. Totalized figures for certain roads lying in more than one territorial group will be found in the "Supplement," pages 340 and 341. For some of these grouping roads the data in this table were assigned to groups in this office, as indicated by footnotes.

In explanation of the use of "Miscellaneous," in the boxing of this table, it should be stated that in column 6, under "Earnings arising from passenger service," it covers "Extra baggage and storage" and "Other items," and in column 11, under "Earnings arising from freight service," it covers amounts returned as "Other items."

In connection with the examination of this table, the data appearing on pages 48 to 56 inclusive, may be referred to. Page 49 contains a "Comparative Condensed Income Account" for the years ending June 30, 1893, 1892, 1891, and 1890, by "Amount," and also "Per mile of line operated;" similar information, by groups, for 1893, is shown on pages 51 and 52. On page 52 will be found a "Comparative Summary of Earnings and Income and Analysis of Earnings from Operation," for the years ending June 30, 1893 to 1891 inclusive, and similar data, by groups, appear on pages 53, 54, and 55. A "Comparative Summary of Results Deduced from Table III and Table IV," for the years ending June 30, 1893 to 1888 inclusive, will be found on page 63, as well as similar data, by groups, for "Passenger service." On page 64 similar information in regard to "Freight service" will be found.

TABLE III.—EARNINGS AND IN

A.—*Earnings from Operation.*

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		EARNINGS ARISING FROM PASSENGER SERVIC					
		Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Pa sen ear ing pe tra mil
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolla*
	Total—Railways in the United States.	301, 491, 816	2. 108	28, 445, 053	23, 631, 394	360, 024, 041	1. 06
	Group I	37, 445, 008	1. 890	1, 322, 471	2, 186, 423	41, 753, 755	1. 28
	Group II	75, 272, 215	1. 939	4, 397, 458	6, 454, 821	87, 191, 399	1. 02
	Group III	46, 009, 778	2. 076	5, 227, 043	3, 712, 666	55, 676, 667	1. 06
	Group IV	10, 613, 721	2. 406	1, 530, 176	742, 632	12, 979, 489	. 90
	Group V	18 588, 706	2. 435	2, 449, 301	1, 545, 866	22. 862, 255	. 930
	Group VI	55, 484, 516	2. 206	6, 046. 633	3, 914, 292	67, 314, 381	1. 10
	Group VII	9, 621, 552	2. 458	1, 852, 276	840, 818	12, 564, 858	1. 12
	Group VIII	20, 763 162	2. 249	2, 803, 612	2, 383, 041	26. 329, 329	. 97
	Group IX	8, 366, 946	2. 413	974. 493	767, 528	10, 273, 837	1. 01
	Group X	19, 323, 212	2. 298	1, 841, 590	1, 083, 307	23, 058, 071	1. 46
	GROUP I.						
	Total—Group I	37, 448, 008	1. 890	1, 322, 471	2, 186, 423	41, 753, 755	1. 26
1	Bang. & Aroostook R. R.	78, 012	3. 115	7, 104	1, 718	87, 224	. 79
7	Benningt. & Rutl. Ry	111, 931	2. 710	9, 220	7, 367	128, 518	. 63
8	Boston & Alb. R. R	4, 205, 175	1. 835	214, 667	294. 468	4, 809, 562	1. 43
13	Boston & Me. R. R. [1]	8, 463, 143	1. 803	205, 933	512, 841	9, 237, 474	1 33
24	Conn. Riv. R. R. [2]	385, 905	2. 111	7. 915	9, 250	305, 257	1. 19
25	Vt. Vy. R. R. of 1871	87, 806	3. 205	5, 944	3, 360	97, 778	1. 44
26	Sullivan Co. R. R.	92, 425	2. 761	6, 298	3, 640	103, 094	1. 38
38	St J. & L Cham. R. R.	74, 090	2. 369	9, 963	3, 300	87, 887	. 50
39	York Harb. & B. R. R.	31, 180	3. 739	482	592	32, 315	1. 24
40	Boston, Rev. B. & Lynn R. R.	299, 585	1. 920	.....	.....	299, 585	1. 09
41	Bridgton & Saco Riv. R. R.	11, 828	4. 975	807	3, 182	15, 978	2. 85
43	Canadian Pac. Ry. [3] [Line in Maine.]	71, 891	1. 908	13, 054	5, 205	93, 834	. 69
48	Southeastern Ry. [4]	165, 222	2. 420	9, 993	6. 491	181, 706	. 75
50	Cent. Vt. R. R	1, 383, 966	2. 297	95, 456	63, 200	1, 561, 555	. 91
59	Clarendon & Pittsf. R. R.	.....	.....	.....	.....	.....	.....
61	Conc. & Montreal R. R	986, 820	2. 006	39, 667	39, 600	1, 072, 828	1. 01
78	Fitchburg R. R.	2, 204, 562	1. 869	65, 292	171, 656	2, 482, 686	1. 03
85	Gr. Trunk Ry. : [5]						
86	Atl. & St. Law. R. R.	302, 432	2. 579	22, 364	22, 719	347, 515	. 90
88	Lewiston & Aub. Ry.	16, 909	2. 524	245	405	17, 559	. 76
90	Hoosac Tun. & Wilm. R. R.	9, 910	3. 374	1, 042	715	11, 667	1. 01
91	Kennebec Cent. R. R.	5, 664	3. 309	223	247	6, 134	. 52
92	Lime Rock R. R	.....	.....	.....	.....	.....	.....
93	Me. Cent. R. R. [6]	2, 075, 498	2. 327	138, 270	74, 200	2, 305, 981	1. 33
103	Martha's Vin. R. R. [7]	3, 665	.....	175	100	3, 940	.....
104	Monson R. R	1, 778	5. 728	268	203	2, 285	. 66
106	Montp. & Wells Riv. R. R. [8]	53, 007	2. 265	3, 121	1, 800	57, 928	. 59
107	Moshassuck Vy. R. R.	440	21. 702	240	.....	680	. 10
110	Narragansett Pier R. R.	30, 058	5. 878	397	968	31, 944	1. 08
112	N. Y. & New Eng. R. R.	2, 120, 224	2. 010	61, 561	206, 373	2, 432, 659	1. 12
113	Mer., Waterb. & Conn. Riv. R. R. [9]	3, 038	.....	.....	500	3, 560	.....
122	N. Y., New Hav. & Hartf. R. R.	8, 563, 340	1. 797	298, 918	485, 233	9. 307, 545	1. 54
138	Old Colony R. R	5, 451, 229	1. 794	85, 258	254, 521	5, 836, 410	1. 39
146	Phillips & Rangeley R. R	11, 451	5. 374	600	945	12, 996	. 81

[1] Figures cover whole line, 1,293.39 miles; 36.75 miles not in United States.
[2] Report for six months ending December 31, 1892.
[3] See page, 340, No. 43, for totals covering entire road.
[4] Figures cover whole line, 222.50 miles; 201.50 miles not in United States.
[5] Report not filed; inserted to show relation of two roads following.
[6] Figures cover whole line, 813.76 miles; 53 miles not in United States.
[7] "Operated only from about the middle of June to the 1st of October of each y
[8] Report for year ending March 31, 1893.
[9] Report for two months ending August 31, 1892.

NDING JUNE 30, 1893.

A.—*Earnings from Operation.*

●	11	12	13	14	15	16	17	18	
RISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.			
ve-ne er m er ile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100 × Col 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100 × Col. 16 / Col. 25	No.
nts.	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	
878	832, 902, 205	1. 62721	68. 23	9, 106, 615	18, 625, 438	[1]1, 220, 751, 874	1. 432	89. 06	
298	44, 241, 881	1. 60396	50. 92	42, 831	857, 011	86, 895, 478	1. 448	91. 32	
758	219, 249, 693	1. 80966	70. 06	1, 088, 220	5, 440, 408	312, 969, 720	1 515	85 62	
663	128, 304, 443	1. 47658	68. 48	[2]1, 343, 633	2, 047, 726	187, 372, 469	1. 311	90 96	
763	29, 710, 377	1. 38404	67. 76	666, 043	465. 457	[3] 43, 843, 340	1. 224	92. 06	
927	56, 217, 310	1. 50164	68. 94	874, 230	1, 583, 283	[3] 81, 544, 648	1. 309	90. 45	
962	171, 967, 317	1. 54456	69. 92	2, 246, 464	4, 372, 087	[4] 245, 964, 280	1. 414	92. 24	
212	33, 914, 986	1. 85589	71. 56	348, 816	548, 813	47, 397, 473	1. 573	89. 76	
098	76, 787, 838	1. 57906	71. 76	1, 651. 229	2, 340, 747	107, 009. 143	1. 412	93. 92	
128	31, 164, 193	1. 57715	74. 20	91, 748	465. 871	41, 995, 649	1. 404	89. 17	
507	41, 344, 167	2. 13354	62. 86	753, 401	604, 035	65, 759, 674	1. 885	76. 99	
.298	44, 241, 881	1. 60396	50. 92	42, 831	857, 011	86, 895, 478	1. 448	91. 32	
.123	97, 214	1. 61963	52. 66	.....	143	184, 581	1. 089	100. 00	1
.156	155, 265	1. 11608	54. 52	.....	949	284, 732	. 830	100. 00	7
.006	5, 146, 917	1. 44799	50. 63	.....	213, 396	10, 169, 875	1. 467	100. 00	8
.538	8, 012, 811	1. 73914	46. 43	.....	7, 702	17, 257, 987	1. 497	96. 95	13
.455	337, 045	3. 86006	52. 05	3, 047	2, 200	647, 549	1. 890	96. 48	24
.986	103, 275	1. 68714	51. 21	.....	600	201, 653	1. 562	81. 84	25
.762	127, 391	1. 09160	55. 26	.....	.....	230, 425	1. 205	99. 79	26
.950	277 822	. 02711	75. 63	.....	1, 649	367, 338	. 597	102. 02	38
.398	7, 921	. 91446	19. 60	.....	175	40, 411	1. 166	98. 59	39
....	.....	.....	.....	.....	.....	299, 585	1. 096	94. 37	40
.434	15, 833	. 78069	49. 80	.....	.....	31, 811	1. 176	98. 80	41
.839	155, 164	. 80396	61. 68	915	1, 643	251, 556	. 763	100. 00	43
.366	396, 331	1. 28146	66. 49	8, 650	9, 440	596, 127	1. 083	100. 00	48
.812	3, 030, 001	1. 13791	64. 83	.....	81, 782	4, 673, 338	1. 071	99. 73	50
.796	38, 730	.....	91. 50	3, 600	.....	42, 330	.....	100. 00	59
.418	1, 393, 019	1. 55875	56. 22	.....	12, 123	2, 477, 970	1. 271	98. 73	61
.923	5, 085, 489	1. 41779	65. 98	.....	139, 123	7, 707, 298	1. 280	100. 00	78
....	.....	.....	.....	.....	.....	.....	.....	.....	85
.768	838, 782	1. 13249	70. 58	.....	2, 222	1, 188, 519	1. 058	100. 00	86
.821	24, 590	3. 57059	56. 94	.....	1, 037	43, 186	1. 445	100. 00	88
.509	25, 811	. 75180	68. 88	.....	.....	37, 478	. 819	96. 90	90
.330	7, 876	3. 33333	55. 46	.....	193	14, 203	1. 008	100. 00	91
....	76, 837	.....	99. 01	771	.....	77, 608	.....	98. 14	92
.549	2, 729, 454	1. 73543	53. 93	.....	23, 800	5, 059. 235	1. 535	99. 29	93
....	475	.....	10. 76	.....	.....	4, 415	.....	100. 00	103
.273	8, 554	. 85901	78. 92	.....	.....	10, 839	916	100. 00	104
.314	79, 745	2. 29726	57. 09	928	1, 091	139, 692	1. 063	100. 00	105
.468	27, 017	7. 19313	97. 54	.....	.....	27, 697	2. 765	100. 00	107
.874	14, 079	2. 95629	30. 60	.....	.....	46, 023	1. 287	91. 51	110
.120	3, 893, 702	1. 47370	60. 72	24, 277	62, 424	6, 413, 062	1. 335	99. 91	112
....	9, 235	.....	.....	171	616	13, 852	.....	100. 00	113
.867	8, 115, 524	2. 12685	44. 79	.....	190, 405	18, 113, 474	1. 781	98. 85	122
.687	3, 462, 413	2. 16653	36. 83	.....	103, 063	9, 401, 886	1. 625	92. 37	138
.442	24, 961	. 84763	65. 75	.....	.....	37, 957	837	99. 98	146

[1] cludes $93,575 unclassified.
[2] cludes $7,570 unclassified.
[3] Includes $21,974 unclassified.
[4] Includes $64,081 unclassified.

GROUP I. TABLE III.—EARNINGS AND INCOME F

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7	8
	Abbreviated name of road.	EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.	Proportion to total earnings. (80 × Col. 6 ÷ Col. 1)
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Per ct.*
147	Portl. & Roch. R. R.	93,254	2.828	7,399	2,940	103.593	.65047	39.1
148	Portl. & Rumf. Falls Ry.	49,053	3.385	2,898	2,125	54.199	1.04228	43.9
150	Rockport R. R.							
151	St. Croix & Penobscot R. R.[1]	4,631	2.368	910		5,541	1.41989	15.7
152	Sandy Riv. R. R.	15,772	3.675	958	1,838	18,576	1.02511	35.8
155	Shepaug, Litchf. & Nn. R. R.	24,400	3.575	1,911	2,000	28,311	.67478	40.7
156	Somerset Ry.	29,690	3.682	2,961	1,411	36,156	.83197	39.1
157	S. Manch. R. R.	11,518	3.021		75	11,647	.66782	56.4
158	Un. Freight R. R.							
159	Wood Riv. Brh. R. R.	5,033	4.104	231	515	5,779	.41878	35.4
160	Woodstock Ry.	12,453	3.700	716	720	13,889	2.41557	46.4

[1] Figures cover whole line, 21 miles; 4.75 miles not in United States.

YEAR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			
ight nue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 8+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 / Col. 25	No.
ars.	*Cents*	*Dollars.*	*Dollars.*	*Per cent*	*Dollars.*	*Dollars.*	*Dollars*	*Dolls.*	*Per cent.*	
6, 123	1. 960	156, 123	1. 73368	60. 03	346	.....	260, 062	1. 043	97 02	147
8, 033	3. 175	68, 033	2. 42976	55. 17	126	981	123, 339	1. 542	100. 00	148
7, 125	19. 792	7, 125	1. 97923	100. 00	.....	.....	7, 125	1. 979	100. 00	150
9, 667	.....	29, 667	1. 84529	84. 26	.....	.....	35, 208	1. 702	98 56	151
3, 216	5. 640	33, 216	1. 56008	64. 03	.....	88	51, 880	1. 316	100 00	152
9, 997	5. 192	40. 997	1. 70481	59. 00	.....	166	69. 474	1. 053	99. 79	155
6, 094	3. 719	56, 094	1. 97641	60. 81	.....	.....	92. 250	1 284	100 00	156
3. 285	12. 775	8, 285	4. 02195	41. 57	.....	.....	19. 932	1. 022	100. 00	157
5, 611	20. 664	96, 611	3. 61419	100. 00	.....	.....	96. 611	3. 614	99. 07	158
1. 534	14. 956	10, 534	1. 94109	64. 58	.....	.....	16, 313	848	99. 57	159
5, 913	9. 274	15. 913	.92249	53. 39	.....	.....	29, 802	1. 296	100. 00	160

GROUP II. TABLE III.—EARNINGS AND INCOME FR

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7	8
	Abbreviated name of road.	EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings including miscellaneous.	Passenger earnings per train mile.	Proportion to total earnings. 100 × Col. 6 / Col. 16
	Total—Group II	*Dollars.* 75,272,215	*Cents.* 1.939	*Dollars.* 4,397,458	*Dollars.* 6,454,821	*Dollars.* 87,191,399	*Dollars.* 1.02056	*Per ct.* 27.80
163	Addison & Pa. Ry. [1]	11,518	2.358	1,183	425	13,126	.59744	31.89
	Addison & Pa. Ry. [2]	12,941	2.186	1,656	623	15,220	.49482	28.78
165	Allegh. & Kinzua R. R.							
168	Annap., Wash. & Balt. R. R.	42,478		1,852	3,822	48,288	.79461	79.89
170	Bachman Vy. R. R.							
171	Balt. & Del. Bay R. R.	8,941	3.077	2,058	480	11,479	1.96556	41.35
173	Balt. & En. Shore R. R.	84,000	2.158	3,609	3,002	90,611	.91777	61.85
174	Bay Ridge & Annap. R. R.	3,347				3,347		89.06
176	Balt. & Ohio R. R. [3] [Line east of Ohio Riv.]	4,757,296	1.634	357,203	478,749	5,797,110	.92845	29.88
197	Berkeley Spgs. & Pot. R. R.	3,109	2.973	274	61	3,449	.84725	65.86
198	Salisbury R. R.	368	2.336		62	430	.26870	.78
199	Bang. & Portl. Ry.	30,568	2.642	2,219	1,625	34,412	.46057	22.62
201	Barclay R. R.	6,769		571		7,340		16.22
203	Bath & Hammondspt. R. R.	11,619		468	2,571	14,658		42.99
211	Brownstone & Middlet. R. R.	823	1.596			823		4.67
212	Buff. Ck. Tr. R. R.							
213	Buff., Roch. & Pittsb. Ry.	367,444	2.275	19,962	12,300	403,429	.76499	12.75
218	Carth. & Adirondack Ry [4]	19,124	2.872	1,271	574	21,172	.81801	19.51
	Carth. & Adirondack Ry. [5]	3,613	3.126	255	114	4,033	.58768	16.39
219	Catasauqua & Fogelsv. R. R.	2,792	2.544			2,792	.31375	4.35
220	Cata. Mtn. Ry.	38,313	6.094		337	38,729	1.62119	73.29
222	Cent. N. Y. & Wn. R. R. [3]	11,585	3.166	207	412	12,235	.35970	36.31
224	Cent. R. R. of N. J.	3,445,522	1.702	31,828	207,471	3,706,987	.98571	24.57
260	Chambersb. & Gettysb. R. R.	930	3.333	164	32	1,126	.78986	33.23
261	Chateaugay R. R.	59,704	4.288	5,016	4,462	72,465	.86407	40.18
264	Clarion Riv. Ry.	3,853				3,853		14.61
265	Clove Brh R. R.	116	2.999			116	.08024	1.89
266	Con Term. R. R.							
269	Cornwall R. R.	16,487	2.468	272	824	17,976	.45152	14.15
270	Cornwall & Leb. R. R.	38,460	1.901	710	1,387	41,294	.41929	16.39
272	Couderspt. & Port Alleg. R. R.	16,875	3.667	1,200	1,390	19,465	1.59549	25.93
278	Del. & Hud. Canal Co.	1,958,810	2.280	75,859	127,795	2,220,224	1.04866	20.89
289	Adirondack Ry.	49,713	2.852	4,255	3,224	57,843	.70397	32.09
290	Del., Lack. & Wn. R. R.	3,758,894	1.603	100,866	758,782	4,705,290	1.10485	29.04
305	Sussex R. R.	30,871	2.923	1,786	15,642	48,009	.69001	46.26
306	Syr. & Baldwinsv. Ry. [6]							
307	Syr., Bing & N. Y. R. R.	208,887	2.171	11,605	56,109	280,416	1.10288	29.95
308	Del. Riv R. R.	29,251	1.726	938	2,269	32,458	.45110	54.31
310	Del., Susq. & Schuyl. R. R.	3,334	2.967			3,334	.82565	20
318	Elm, Cort & Nn. R. R.	139,512	2.256	10,186	12,750	163,938	.69464	39.20
321	Emp. & Rich. Vy. R. R.	328				328		2.25
322	Erie & Wyo. Vy. R. R.	41,335	1.512	1,497	1,384	44,216	.36447	5.56
324	Fall Brk Ry.	193,242	2.311	12,902	10,049	218,570	.53630	8.49
327	Falls Ck. R. R.							
330	Fonda, Johnst. & Glov. R. R.	99,473	3.048	2,110	21,945	123,528	2.96886	45.21
332	Genesee & Wyo. Vy. Ry.	229	3.000		57	286	.05280	1.12
85	Gr. Trunk Ry. [7]							
335	U. S. & Can. R. R.	2,817	1.917	500	164	3,481	.50842	31.98
338	Green Ridge R. R. of Md. [8]							
339	Greenlick Ry.							
340	Greenwich & Johnsonv. Ry.	16,595	3.572	740	900	18,235	.66424	41.45

[1] Report for five months ending November 30, 1892.
[2] Report for seven months ending June 30, 1893.
[3] See page 340, No. 176, for totals covering entire road.
[4] Report for ten months ending April 30, 1893.
[5] Report for two months ending June 30, 1893.
[6] Road not in operation.
[7] Report not filed; inserted to show relation of road following.
[8] Private road.

THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			
Freight revenue.	Revenue per ton per mile.	Total freight earnings including stock yards, elevators, and miscellaneous.	Freight earnings per train mile	Proportion to total earnings. 100×Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile	Proportion to total earnings and income. 100×Col. 16 / Col. 25	No.
Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars*	*Dolls*	*Per cent.*	
38,236,711	.758	219,249,693	1.80966	70.06	1,088,220	5,440,408	312,969,720	1.515	85.62	
27,035	2.594	27,035	.66655	65.68	.....	1,000	41,161	.658	87.57	163
26,412	2.729	26,412	.82336	68.66	.....	1,400	53,032	.707	94.14	
42,443	3.199	42,443	.....	100.00	.....	.....	42,443	.....	100.00	165
12,225	.....	12,225	2.71666	20.20	.....	.....	60,513	.927	100.00	168
1,492	.....	1,492	.....	96.45	.....	55	1,547	.....	100.00	170
16,047	2.710	16,047	.91594	58.12	.....	90	27,616	1.182	100.00	171
53,080	2.824	53,080	1.10693	36.30	2,565	.....	146,256	1.022	100.00	173
32	.....	32	.....	.96	.....	.....	3,379	.....	100.00	174
13,673,915	.685	13,654,455	1.48792	70.20	.....	.....	19,451,565	1.261	92.56	176
4,089	4.537	4,072	.33339	54.14	.....	.....	7,521	.462	100.00	197
56,835	1.931	56,835	6.82954	99.25	.....	.....	57,265	6.866	100.00	198
119,043	4.673	119,043	3.18637	77.56	.....	30	153,485	1.369	100.00	199
32,578	.....	32,578	.....	72.02	.....	5,318	45,236	.....	99.34	201
19,508	.....	19,508	.....	57.10	.....	.....	34,166	.....	98.91	203
16,812	9.197	16,812	.....	83.16	.....	2,580	20,215	.....	100.00	211
.....	.....	.....	.....	.....	.....	3,528	3,528	.....	100.00	212
2,726,725	.554	2,726,725	1.38865	86.02	32,944	6,470	3,169,568	1.272	98.58	213
87,060	1.961	87,308	2.84988	80.49	.....	.....	108,480	1.919	99.57	218
20,542	2.057	20,567	6.43924	83.61	.....	.....	24,600	2.446	99.47	
61,346	1.740	61,346	1.29170	95.53	.....	79	64,217	1.139	97.20	219
10,753	7.680	10,753	1.35038	21.74	.....	.....	49,482	1.553	99.51	220
21,404	3.069	21,404	.94088	63.52	.....	59	33,692	.594	100.00	222
11,125,969	1.012	11,125,969	2.16409	73.57	.....	283,636	15,118,542	1.698	93.33	224
1,768	4.918	1,820	3.87529	61.77	.....	.....	2,946	1.549	100.00	260
107,541	2.068	107,541	.83770	59.62	.....	360	180,366	850	100.00	261
22,506	.....	22,506	.....	85.30	25	.....	26,384	.....	100.00	264
4,951	4.022	4,951	1.26851	76.80	1,381	.....	6,448	1.239	98.52	265
.....	.....	210,588	15.04197	100.00	.....	.....	210,588	15.042	93.04	268
108,714	2.164	108,714	5.32835	85.82	.....	.....	126,690	2.104	100.00	269
208,075	1.501	208,075	3.06298	82.59	.....	2,587	251,956	1.514	97.57	270
55,602	1.837	55,602	1.51910	74.07	.....	.....	75,067	1.531	100.00	272
8,311,582	.904	8,311,582	2.08937	78.22	.....	95,351	10,627,157	1.744	99.91	278
117,160	3.408	117,160	2.22370	66.83	.....	306	175,309	1.300	97.87	289
17,870,462	.906	17,921,170	1.60264	76.33	707,484	142,922	23,476,866	1.519	96.62	290
55,591	3.129	55,591	.86353	52.96	.....	713	104,913	772	100.00	05
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	06
257,655	1.210	258,024	1.18939	27.56	3,534	394,379	936,353	1.987	99.57	307
25,420	3.426	25,420	2.26480	42.53	3,400	1,550	59,768	.719	100.00	308
1,088,795	4.680	1,086,796	7.40768	99.70	.....	.....	1,090,130	7.231	100.00	310
253,638	918	253,638	1.17626	60.64	.....	652	418,228	926	99.77	318
13,636	.....	13,636	.....	97.65	.....	.....	13,964	.....	100.00	321
707,858	.749	707,858	3.29921	88.00	.....	52,329	804,403	2.395	100.00	322
2,349,948	.512	2,349,948	1.58835	91.24	7,043	.....	2,575,561	1.331	92.94	324
10,075	2.086	10,075	.....	100.00	.....	.....	10,075	.....	100.00	327
143,147	7.844	143,147	4.90096	52.41	.....	6,512	273,187	3.859	99.33	330
24,953	6.202	24,953	3.74986	98.87	.....	.....	25,239	2.084	100.00	322
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	85
7,397	.995	7,397	.65511	68.07	.....	.....	10,878	.600	100.00	335
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	338
379	.....	379	.....	100.00	.....	.....	379	.....	100.00	339
25,465	4.500	25,465	2.45800	57.89	.....	293	43,993	1.150	100.00	340

GROUP II. TABLE III.—EARNINGS AND INCOM

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7
		EARNINGS ARISING FROM PASSENGER SERVICE.					
	Abbreviated name of road.	Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
344	Hunters Run & Slate Belt R. R.	1,760	1.642	523	.....	2,283	.64560
346	Ironton R. R	.....	.....	.....	.....	.....	.....
347	Island R. R.	.....	.....	.....	.....	.....	.....
351	Kanona & Prattsb. R. R.	5,430	3.189	541	514	6,818	1.27447
357	Kinzua Vy. R. R	348	3.000	.....	.....	348	.....
359	Lack. & Montrose R. R.	10,363	2.892	555	507	11,503	.90564
360	L. Cham. & Moriah R. R.	1,001	3.252	.....	.....	1,001	.30787
362	Lebanon Spgs. R. R	22,190	3.000	3,597	900	26,697	.40128
363	Lehigh & Hud. Riv. Ry	49,693	1.806	3,142	6,021	59,030	.54359
365	Orange Co. R. R.	4,581	1.567	.....	.....	4,581	.38195
367	Ligonier Vy. R. R.	35,013	1.782	461	.....	35,576	1.96297
370	Little Saw Mill Run R. R.	3,810	2.620	.....	.....	3,810	.84636
371	Long I. R. R	2,455,921	1.733	32,032	417,995	2,918,397	1.09622
378	Marine Ry	10,126	8.242	.....	.....	10,126	.79080
379	N. Y. & Rkaway-B. Ry.	218,987	1.372	415	5,543	224,945	.92134
380	Mahoning Vy. R. R.	886	4.729	190	.....	1,084	.22156
381	McKeespt. Con. R. R.	.....	.....	.....	.....	.....	.....
384	Middlesex Vy. R. R [1]	7,237	.....	.....	303	7,565	.....
386	Monongahela Con. R. R.	.....	.....	.....	.....	.....	.....
387	Monongahela Riv. & Street's Run R. R.	.....	.....	.....	.....	.....	.....
389	Mont Alto R. R.	14,285	2.122	867	1,510	16,701	.56293
391	Montrose Ry	6,342	3.322	1,184	969	8,496	1.06169
394	Mt. Hope Mnl. R. R	.....	.....	.....	.....	.....	.....
395	Mt. Jew. & Smethpt. R. R.	113	3.952	.....	.....	113	.15673
396	Mt. Jew., Kinzua & Ritersv. R. R.	1,153	4.334	30	.....	1,183	.75785
399	Mt. Penn Gravity R. R	14,061	2.402	.....	.....	14,061	.64788
401	Newb., Dutch. & Conn. R. R.	27,505	2.905	4,128	2,007	33,640	.90171
402	N. J. & N. Y. R. R.	214,161	1.365	2,876	10,963	228,000	.82230
405	Newpt. & Sherman's Vy. R. R.	10,901	2.319	1,233	420	12,554	.....
406	N. Y. & Nn. Ry	297,976	1.843	8,538	8,800	310,314	.66891
409	N. Y. Cent. & Hud. Riv. R. R.	13,648,360	1.832	1,305,346	1,236,858	16,589,776	1.15769
423	Beech Ck. R. R	73,183	2.600	5,180	5,960	84,573	.46400
425	{Mohawk & Malone Ry. [2]	91,824	2.488	680	9,097	102,065	.51276
	{Mohawk & Malone Ry. [3]	26,602	2.593	436	2,263	29,437	.52553
426	Wallkill Vy. R. R.	49,810	2.869	2,237	3,514	55,746	.82819
428	N. Y., L. Erie & Wn. R. R. [4] [Line east of Salamanca, N. Y.]	4,277,319	1.482	228,277	311,890	4,888,641	.84799
457	N. Y. & Greenwood L. Ry.	208,904	1.039	3,089	8,095	220,589	.82897
460	Tioga R. R.	62,004	2.318	4,582	2,723	70,251	.77430
463	N. Y., Ont. & Wn. Ry	725,471	1.797	35,934	68,895	831,862	.82148
468	N. Y., Phila. & Norf. R. R. [5]	198,393	2.598	27,300	20,548	263,217	1.40922
469	N. Y., Susq. & Wn. R. R.	332,218	1.395	9,261	19,999	362,618	.68598
475	Nn. Adirondack R. R.	27,865	4.002	2,023	4,094	33,982	.68149
476	Oil Cy. & Ridg. Ry. & Min. Co. [6]	.....	.....	.....	.....	.....	.....
477	Oregon & Tex. Ry	.....	.....	.....	.....	.....	.....
479	Owasco Riv. Ry	.....	.....	.....	.....	.....	.....
372	Pennsylvania Co.: [7]						
480	Waynesb. & Wash. R. R.	25,681	3.177	1,980	1,152	34,129	.68742

[1] Report for ten months ending June 30, 1893.
[2] Report for ten months ending April 30, 1893.
[3] Report for two months ending June 30, 1893.
[4] See page 340, No. 428, for totals covering entire road.
[5] Figures include operations of steamboats, barges, and tugs on 36 miles of water rout
[6] Road not in operation.
[7] Inserted to show relation of road following.

AR ENDING JUNE 30, 1883—Continued.

A.—*Earnings from Operation*—Continued.

	10	11	12	13	14	15	16	17	18	
	OM ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS			
	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100 × Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100 × Col. 16 / Col. 25	No.
	Cents	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars*	*Dolls.*	*Per cent.*	
	2. 874	3, 242	.36660	58. 59	.....	8	5, 533	.391	100. 00	344
	4. 397	27, 356	4. 96666	100. 00	.....	.....	27, 356	4. 967	88. 83	346
	.....	64, 106	.....	98. 09	.....	1, 253	65, 359	.....	100. 00	347
	5. 971	10, 932	.66110	61. 58	.....	.....	17, 750	.829	100. 00	351
	4. 330	9, 490	1. 54063	96. 48	.....	.....	9, 838	1. 597	99. 95	357
	2. 062	3, 337	.30178	24. 97	.....	34	15, 374	.605	100. 00	359
	2. 719	74, 798	1. 74279	98. 10	434	.....	76, 228	1. 652	99. 14	360
	2. 669	37, 121	1. 02240	57. 42	844	.....	64. 652	.629	97. 18	363
	.670	426, 949	1. 47678	84. 54	18, 533	657	507, 169	1. 271	100. 00	363
	.614	39, 520	1. 75718	89. 58	.....	19	44, 120	1. 279	100. 00	365
	3. 534	24, 465	2. 21051	40. 75	.....	.....	60, 041	2. 057	100. 00	367
	6. 497	62, 413	5. 14562	90. 66	2, 308	310	68, 836	3. 383	100 00	370
	3. 757	1, 389, 863	3. 31840	31. 86	.....	12, 078	4, 300, 328	1. 401	97. 14	371
	.....	.....	.....	.....	.....	.....	10, 126	.790	100 00	378
	2. 650	27, 755	1. 69057	10. 99	.....	.....	252, 700	.970	99. 09	379
	.220	15, 802	1. 07691	42. 00	20, 735	.....	37, 621	1. 923	100. 00	380
	.....	33, 978	.....	100. 00	.....	.....	33, 978	.....	100. 00	381
	.....	14, 944	.....	66. 00	184	.....	22, 643	.....	99. 78	384
	.....	169, 326	.....	100. 00	.....	.....	169, 326	.....	100. 00	386
	5. 006	4, 365	1. 63474	100. 00	.....	.....	4, 365	1. 635	100 00	387
	2. 293	12, 847	1. 07131	43. 43	.....	.....	29, 548	.709	100 00	389
	5. 895	10, 853	.45222	56. 09	.....	.....	19, 348	.604	99. 90	391
	.....	22, 392	.....	100. 00	.....	.....	22, 392	.....	98. 89	394
	6. 775	5, 329	1. 41133	97. 92	.....	.....	5, 442	1. 211	90. 91	395
	5. 090	32, 246	4. 05613	96. 46	.....	.....	33, 429	3. 515	100. 00	396
	.....	33	.....	.26	.....	156	14, 255	.657	100. 00	399
	3. 686	74, 807	1. 02757	44. 66	1, 037	58, 104	167, 568	1. 302	99. 91	401
	5. 800	101, 624	3. 71107	30. 63	.....	2, 210	331, 834	1. 090	100. 00	402
	4. 496	16, 238	.....	55. 66	.....	383	29, 175	.....	100. 00	405
	2. 256	300, 731	1. 67552	48. 81	.....	5, 259	616, 304	.987	99. 58	406
	.701	27, 372, 071	1. 92562	59. 07	.....	2, 375, 101	46, 336, 948	1. 623	98. 72	409
	.479	1, 250, 586	2. 40972	92. 82	.....	12, 042	1, 347, 201	1. 921	100. 00	423
	2. 957	86, 535	.97863	85. 88	.....	.....	188, 600	.656	100. 00	425
	2. 975	28, 287	1. 49052	48. 95	.....	61	57, 785	.762	100. 00	425
	3. 319	105, 422	1. 65885	64. 89	.....	1, 271	162, 439	1. 241	100. 00	426
	.855	18, 101, 047	1. 70742	77. 94	32, 281	200, 919	23, 222, 888	1. 419	97 27	428
	2. 707	139, 534	1. 69392	38. 58	.....	1, 610	361, 733	1. 048	100. 00	457
	.823	271, 935	1. 71457	78. 66	.....	3, 566	345, 752	1. 387	100. 00	460
	.967	2, 819, 717	1. 52573	78. 45	.....	36, 595	3, 668, 174	1. 289	98. 00	463
	1. 067	580, 288	2. 36217	68. 64	.....	1, 897	845, 402	1. 990	100. 00	468
	1. 084	1, 288, 478	2. 15118	75. 79	35, 914	6, 085	1, 671, 095	1. 500	96. 69	469
	2. 111	105, 048	1. 84208	70. 60	8, 090	1, 690	148, 810	1. 392	100. 00	475
	3. 759	4, 703	.45923	100. 00	.....	.....	4, 703	.459	100. 00	476
	.....	.....	.....	.....	.....	.....	.....	.....	.....	477
	56. 806	10, 353	16. 43351	100. 00	.....	.....	10, 353	16. 434	100. 00	479
										872
	6. 474	24, 340	.97143	41. 62	.....	13	58, 482	.921	100. 00	480

GROUP II. TABLE III.—EARNINGS AND INCO

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7
	Abbreviated name of road.	EARNINGS ARISING FROM PASSENGER SERVICE.					
		Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars*
481	Pennsylvania R. R	[1] 17,463,161	[2] 1.968	1,356,137	1,324,588	20,143,886	1.26053
535	Allegh. Vy. Ry	736,466	2.378	28,338	24,969	800,701	1.01514
536	Camden & Atl. R. R	[3] 588,297	[4] 1.321	7,388	51,806	647,491	1.39860
538	Cumb. Vy. R. R	342,722	2.123	17,157	30,744	393,380	.86285
542	Junction R. R. (of Phila.)						
543	Nn. Cent. Ry	1,344,710	2.040	80,490	104,010	1,585,874	.98981
549	Un. R. R. (of Balt.)	144,553	2.060	5,671	3,029	153,349	
550	Phila., Wilm. & Balt. R. R.	4,719,558	2.024	267,953	318,364	5,305,875	1.12186
561	W. Jersey R. R	1,044,292	1.416	18,807	130,600	1,193,699	1.07979
569	Phila. & Read. R. R	6,611,533	1.891	152,937	442,260	7,206,730	.71702
611	Atl. Cy. R. R	599,350	1.221	2,634	18,000	619,984	1.02466
613	Camden Co. R. R	11,964	1.713	261		12,225	.37421
614	Chester & Del. Riv. R. R	516	2.998			516	.06156
615	Gettysb. & Harrisb. Ry	35,856	1.667	2,232	1,200	39,444	.50003
616	Middlet. & Hummelst. R. R.	6,381	2.284			6,381	.29979
617	N. E. Pa. R. R	41,119	1.958	937	360	42,416	.35638
618	Pa., Pough. & Boston R. R.	6,398	2.011			6,398	.67582
620	Perkiomen R. R	44,067	2.467	2,056	1,653	54,310	.65293
621	Phila. & Chester Vy. R. R.	7,683	2.313	724		8,407	.24035
622	Phila. & Nn. R. R. [5]						
623	Port Read. R. R						
624	Read. & Col. R. R	139,603	2.127	4,282	4,200	148,085	.85635
627	Rupert & Bloomsb. R. R	3,475	3.295	94		3,569	.32673
628	Stony Ck. R. R	16,372	2.167	462		17,811	.65938
629	Tamaqua, Haz. & Nn. R. R.						
630	Phila., Newt. & N. Y. R. R	84,022	1.316	1,295	1,011	86,328	
631	Phila., Read. & New Eng R. R.	178,429	1.975	8,217	8,649	197,381	.49466
634	Port Jer., Mont. & N. Y. R. R.	19,851	2.136	1,843	3,559	25,270	.54177
635	Pough. & En. Ry. [6]	4,576	2.138	385	107	5,068	.33595
640	Reynoldsv. & Falls Ck. R. R.						
641	Roch. & L. Ont. Ry	29,886	2.042			29,909	.74889
646	Sharpsville R. R	2,772	5.461	500	130	3,402	.61050
648	Sinnemahoning Vy. R. R	8,979	5.000	385	2,115	11,479	2.03739
650	Slate Run R. R						
653	Staten I. Rap. Trans. R. R.	827,279	1.310	1,431	7,976	836,717	2.07834
656	Stewartstown R. R	3,258		328	124	3,797	
661	Ulster & Del. R. R	147,337	2.617	8,534	9,644	165,515	1.56844
664	Kaaterskill R. R	11,508	9.741	111	407	12,338	3.52782
666	Stony Clove & Cats. Mtn. R. R.	40,537	8.275	761	1,194	42,492	2.23645
673	Wellsv., Coudersp. & Pine Ck. R. R.	5,919	2.981	487	223	6,829	.37416
675	Wn. Md. R. R	320,982	1.641	26,920	28,063	415,472	
679	Balt. & Harrisb. Ry	83,637	1.680	7,104	2,987	99,585	
681	Berlin Brh. R. R	1,447	4.083	311	87	1,845	1.02939
683	Wn. N. Y. & Pa. R. R	772,167	2.177	48,011	45,398	897,060	.71206
695	Williams Vy. R. R	13,997			134	14,131	
696	Williamspt. & N. Brh. R. R.	24,969	3.155	1,672	1,377	28,018	.62441
697	Wilm. & Nn. R. R	87,825	2.076	3,744	2,519	103,860	.42056

[1] Includes $663,133 ferry earnings, Jersey City, N. J.
[2] On basis of $16,800,027, which excludes ferry earnings, Jersey City, N. J. See note 1.
[3] Covers Coopers Point and Philadelphia ferry, Kensington and New Jersey ferry, and City street-car lines.
[4] On basis of $377,459, which excludes $210,838, revenue from ferries and street-car lines. Se
[5] Road under construction.
[6] Report for period, April 13 to June 30, 1893.

EAR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

	10	11	12	13	14	15	16	17	18	
	NINGS ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.			
ght ue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 / Col. 25	No.
rs.	*Cents.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	
, 098	.620	48, 599, 098	2.01333	69.73	.....	954, 126	69, 697, 110	1.737	91.69	481
, 715	.850	1, 911, 389	1.40600	70.16	.....	12, 482	2, 724, 572	1.268	99.83	585
, 019	3.063	147, 019	2.00279	17.96	.....	23, 868	818, 378	1.526	99.26	536
, 747	1.206	533, 747	2.30400	56.52	4, 818	12, 419	944, 364	1.373	99.05	538
					203, 132	449	203, 581	.....	99.78	542
, 696	.601	5, 610, 696	1.93043	76.28	.....	160, 791	7, 357, 361	1.632	94.35	543
434	4.199	573, 434	.....	78.86	.....	337	727, 120	.....	95.71	549
, 004	1.321	4, 277, 004	1.80695	43.41	.....	270 436	9, 853, 315	1.388	97.70	550
, 535	2.260	592, 535	2.50264	32.86	.....	16, 874	1, 803, 108	1.343	99.49	561
520	908	34, 640, 520	1.73566	82.50	.....	145. 498	41. 992, 748	1.394	98.34	569
, 128	3.350	263, 748	2.33817	29.56	.....	8, 276	892, 008	1.243	100.00	611
, 143	3.364	3. 143	74783	20.45	.....	.....	15, 368	.417	100.00	613
, 176	2.028	31, 176	4.51765	98.38	.....	.....	31, 692	2.074	100.00	614
, 862	1.932	61, 862	1.23536	61.06	.....	.....	101, 306	.786	100 00	615
, 749	4.225	8, 749	1.15338	57 78	.....	11	15, 141	.524	100 00	616
										622
2. 700	4.267	32, 700	1.62921	43.37	.....	330	75, 446	.542	100 00	617
5, 434	.520	196, 434	.78738	96.84	.....	28	202. 860	.783	100 00	618
4. 484	.945	304, 484	1.28205	84.86	.....	.....	358, 794	1.119	99 82	620
9, 684	2.433	39. 684	1.25108	81.91	.....	356	48, 447	.726	100.00	621
										622
1. 295	1.426	131, 295	6.77370	99.97	.....	37	131, 332	6.774	99 30	623
5, 538	1.802	197, 757	1.14292	57.17	.....	.....	345, 842	.996	100.00	624
4. 948	11.256	4, 948	3.95556	56.18	.....	290	8, 807	.723	100.00	627
1, 460	6.441	11, 460	1.28028	39.15	.....	.....	29, 271	.814	97.11	628
5. 015	.433	35, 015	.71237	99.86	.....	50	35, 065	.713	100 00	629
1. 813	.....	31, 813	.....	26.75	.....	778	118. 919	.796	100. 00	630
8, 845	.955	818. 845	.99420	80.03	.....	6, 992	1. 023. 218	.837	100.00	631
7, 783	4.246	27, 783	1.28643	52.37	.....	.....	53, 053	.777	100. 00	634
5, 228	6.864	5, 228	1.44888	50.77	.....	.....	10, 296	.551	99. 62	635
6, 820	.....	176, 820	.....	100.00	.....	.....	176, 820	.....	100 00	640
							29, 909	.749	93. 50	641
4. 684	1. 164	14. 684	.87798	64. 19	4, 557	240	22, 883	1. 026	99. 93	646
0. 252	4. 638	150, 252	8. 88962	92. 90	.....	.....	161, 731	7. 177	100. 00	648
5. 569	3. 615	15, 569	86496	100. 00	.....	.....	15. 569	.865	100. 00	650
3, 348	3. 468	123. 348	2. 40506	11. 70	.....	93, 967	1, 054, 032	2. 323	98. 60	653
1, 390	.....	11. 390	.....	75. 00	.....	.....	15, 187	.....	100. 00	656
6, 842	5. 011	266, 842	1. 46277	61. 56	.....	1, 112	433, 469	1. 505	98. 80	661
3, 322	18. 793	3, 322	.31657	21. 20	.....	.....	15, 660	1. 119	100. 00	664
7, 275	8. 880	17, 275	.82263	28. 91	.....	.....	59, 767	1. 494	100. 00	666
3, 438	7. 258	23, 438	3. 85235	77. 43	.....	.....	30, 267	1. 244	100. 00	673
1, 404	1. 117	603, 859	.....	50. 24	.....	.....	1, 019, 331	.....	100. 00	675
4, 439	1. 597	129, 537	.....	56. 54	.....	.....	229, 122	.....	100. 00	679
3, 633	6. 016	3. 633	. 67583	64. 28	92	81	5, 651	788	98. 48	681
8, 916	.515	2, 819, 579	1. 42590	75. 85	.....	.....	3, 716, 639	2. 138	99. 90	683
7, 629	.....	7, 629	.....	35. 06	.....	.....	21. 760	.....	100. 00	695
1, 888	.....	61. 888	2. 84883	67. 93	.....	1, 201	91, 107	1. 368	100. 00	696
3, 973	1. 420	385, 179	1. 69846	77. 84	.....	5, 859	494. 898	1. 045	98. 99	697

nts paid to the amount of $10,579 have been deducted from rents received, before including the among "earnings from operation;" also $56,795, credited to other companies.

GROUP III. TABLE III.—EARNINGS AND INCO

A.—*Earnings from Operation*—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		EARNINGS ARISING FROM PASSENGER SERVICE.					
		Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.
	Total—Group III.....	*Dollars.* 46,009,778	*Cents.* 2.076	*Dollars.* 5,227,043	*Dollars.* 3,712,666	*Dollars.* 55,676,667	*Dollars* 1.0021
699	Addyston & Ohio Riv. R. R.						
700	Alliance & Nn. R. R	8,183	2.677	1,479	736	10,350	.3276
176	Balt. & Ohio R. R. [1] ..... [Line west of Ohio Riv.]	1,742,619	1.671	215,612	171,139	2,151,967	.9112
709	Pittsb. & Wn. Ry	443,585	2.831	25,043	23,619	501,221	.8498
714	Vy. Ry. (of Ohio).....	175,456	2.204	7,519	8,864	193,536	.9676
715	Balt. & Ohio S. Wn. R. R....	596,973	1.599	128,718	54,060	794,245	.7696
718	Beaver & Ellwood R. R.....	3,216	.....	.....	244	3,460	.....
720	Bellaire, Zanesv. & Cin. Ry .	45,273	.....	7,597	3,213	56,083	.4366
723	Cent. Un. Depot & Ry. Co. of Cin. [2]	.....	.....	.....	.....	.....	.....
725	Chic. & S. Bend R. R. [2].....	.....	.....	.....	.....	.....	.....
727	Chic. & W. Mich. Ry.....	728,001	2.373	60,296	33,930	822,227	.8498
729	Det., Lans. & Nn. R. R....	537,330	2.317	46,162	17,824	601,316	.8348
732	Sag. Vy. & St. L. R. R...	52,055	2.549	4,222	861	57,138	.8571
736	Cin. & Westwood R. R.....	15,879	.....	187	61	16,127	.....
737	Cin., Georget. & Ports. R. R.	41,385	.....	3,960	6,721	52,066	.9471
738	Cin., Ham. & Day. R. R	1,289,636	1.763	77,897	169,751	1,492,315	1.0178
745	Cin., Day. & Chic. R. R....	39,549	1.868	6,431	1,697	48,174	.4221
746	Cin., Ham. & Indpls. R. R.	316,229	1.864	15,999	27,906	363,531	.8815
747	Cin., Jack. & Mack. Ry	174,862	2.231	24,643	34,600	234,105	.5841
748	Cin., Leb. & Nn. Ry.....	67,971	1.520	2,159	1,754	71,884	.8215
751	Cin., Ports. & Va. R. R.....	92,680	1.989	9,325	5,640	108,089	.6326
753	Clev. & Marl. Ry	79,177	2.619	8,538	5,855	94,747	.5917
754	Clev., Akron & Cols. Ry	318,497	2.221	18,311	30,398	367,206	.7681
755	Clev., Cant. & Sn. R. R.....	193,900	2.152	16,999	11,880	222,779	.5619
758	Clev., Cin., Chic. & St. L. Ry. [4] [Line east of Terre Haute, Ind.]	3,467,003	2.145	356,974	262,794	4,086,771	1.0385
764	Day. & Un. R. R	80,733	2.449	3,184	2,114	86,031	.8957
765	Mt. Gil. S. Line Ry.....	2,236	5.000	106	200	2,544	.5959
767	Peoria & En. Ry. [5]..... [Line east of Danville, Ill.]	380,524	2.408	48,508	30,098	459,130	.9477
768	Clev., Lor. & Wheel. R. R ...	164,645	2.112	16,133	8,187	202,266	.3176
769	Cols., Hock. Vy. & Tol. Ry ..	528,614	2.323	33,946	28,400	599,919	.8947
770	Cols., Shawnee & Hock. Ry.	69,447	1.769	6,504	2,322	78,273	.4827
772	Crawf. & Manistee Riv. Ry .	.....	.....	.....	.....	.....	.....
779	Ellwood Con. R. R. [6].....	.....	.....	.....	.....	.....	.....
780	Evansv. & T. Haute R. R ...	324,059	2.238	22,318	22,172	368,549	1.1234
782	Evansv. & Indpls. R. R....	97,567	2.478	9,390	11,923	118,880	.9117
783	Evansv. & Rich. R. R.....	27,695	2.858	6,184	1,011	34,890	.4781
786	Find., Ft. Way. & Wn. R. R.	20,055	2.834	934	150	21,199	.3600
787	Flint & Père Marq. R. R	803,439	2.329	58,512	29,308	902,540	.9414
85	Gr. Trunk Ry. : [7]						
790	Chic. & Gr. Trunk Ry.....	1,231,006	1.526	59,850	38,870	1,364,529	.9153
792	Cin., Sag. & Mack. R. R.	60,262	2.198	3,737	1,117	66,092	.5695
793	Chic., Det. & Can. Gr. Trunk Jctn. Ry.	169,330	2.619	9,052	10,779	189,152	.9029
794	Det., Gr. Hav. & Milw. Ry.	464,396	2.372	29,509	18,285	522,461	1.0081
795	Mich. Air Line Ry	33,897	2.705	9,020	2,500	45,417	.5130
796	Tol., Sag. & Musk. Ry ...	30,876	2.022	7,319	478	39,613	.4332
797	Hancock & Calumet R. R...	16,291	3.796	443	142	16,984	1.0413

[1] See page 340, No. 176, for totals covering entire road
[2] No report of operations.
[3] Report for period, April 15, 1892 to June 30, 1893.
[4] Group figures assigned by this Office. See page 340, No. 758, for totals covering entire
[5] Group figures assigned by this Office. See page 340, No. 767, for totals covering entire
[6] Road "opened for traffic July 1, 1893."
[7] Report not filed; inserted to show relation of six roads following.

EAR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

	10	11	12	13	14	15	16	17	18	
	EARNINGS ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.			
ght nue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 / Col. 25	No.
ars.	*Cents.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars*	*Dollars.*	*Dolls.*	*Per cent.*	
1,498	.663	128,304,443	1.47658	68.48	1,343,638	2,047,726	187,372,469	1.311	90.96	
7,290	67.731	27,290	.67731	100.00	.....	.....	27,290	.677	100.00	699
1,835	2.109	41,835	2.22764	79.75	.....	269	52,454	1.041	100.00	700
7,547	.569	4,306,094	1.18589	66.67	.....	.....	6,456,061	1.078	95.85	176
1,165	.598	2,073,165	1.63652	80.16	.....	11,689	2,586,185	1.390	99.81	709
7,949	1.076	600,506	.85114	75.63	.....	.....	794,042	.873	99.64	714
5,535	.775	1,676,525	1.51859	63.04	96,776	91,764	2,659,310	1.238	99.68	715
1,209	.....	1,209	.....	25.89	.....	.....	4,669	.....	100.00	718
7,983	.....	47,983	.74415	44.85	.....	2,913	106,979	.555	100.00	720
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	722
					6,837	.....	6,837	.....	100.00	725
5,880	1.184	1,225,830	1.43133	59.13	8,298	17,329	2,073,784	1.137	99.74	727
1,080	1.215	671,090	1.28923	51.97	597	18,394	1,291,397	1.033	100.00	729
3,861	2.891	38,861	1.38088	40.34	9	338	96,346	1.016	98.41	732
1,050	.....	1,050	.....	6.11	.....	.....	17,177	.....	100.00	736
9,335	4.040	19,335	.97739	26.79	.....	783	72,184	.986	100.00	737
3,161	.863	2,883,161	1.84796	68.84	134,880	41,754	4,552,060	1.504	98.87	738
1,706	1.320	51,706	.79503	51.50	104	426	100,420	.561	100.00	745
4,885	.651	434,885	1.11991	54.20	.....	4,000	802,416	1.002	99.89	746
1,969	.841	451,969	1.12615	65.53	16,446	3,018	735,538	.888	100.00	747
9,285	5.265	40,285	1.28965	29.88	.....	22,629	134,798	.915	100.00	748
7,606	1.447	167,606	1.55825	60.48	.....	890	277,135	.992	100.00	751
0,969	.863	260,969	.96496	72.09	5,973	336	362,025	.841	99.80	753
3,965	.731	643,965	1.37682	62.51	17,399	1,670	1,030,240	1.089	100.00	754
8,926	.774	738,767	1.71494	76.58	.....	.....	961,546	1.162	99.23	755
0,443	.652	7,289,443	1.39966	63.27	.....	199,870	11,667,084	1.277	99.89	758
0,476	1.759	70,476	1.25401	44.81	.....	781	157,288	1.026	100.00	764
2,159	9.764	2,159	.14860	43.47	.....	269	4,972	.257	100.00	765
0,342	.598	750,342	1.24854	61.97	.....	1,366	1,210,838	1.116	100.00	767
0,834	.570	1,209,834	1.56273	88.90	23,095	6,995	1,442,182	1.022	100.00	768
6,851	.611	2,776,851	1.76985	79.94	71,787	25,177	3,473,734	1.571	100.00	769
0,475	.924	540,475	2.00273	70.32	76,732	73,137	768,617	1.736	100.00	770
7,450	1.717	7,450	.52058	100.00	.....	.....	7,450	.521	100.00	772
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	779
8,189	1.070	768,189	2.19445	59.77	126,525	22,410	1,285,673	1.172	94.40	780
7,142	1.216	267,142	1.69369	68.20	5,121	496	391,629	1.359	97.25	782
1,557	1.063	111,557	1.52103	76.14	.....	58	146,505	1.001	99.77	783
0,607	.563	20,642	.92450	49.32	17	.....	41,858	.401	100.00	786
3,000	.931	1,683,000	1.22551	66.10	.....	.....	2,585,540	1.057	88.35	787
										85
4,995	.555	2,454,995	1.16768	64.22	.....	3,330	3,822,854	1.064	97.51	790
9,221	1.679	139,221	1.39391	67.81	.....	.....	205,313	.966	99.84	792
5,238	.889	115,238	.99791	37.65	.....	1,667	306,057	.941	100.00	793
0,698	1.251	620,698	1.29597	51.31	55,385	11,039	1,209,563	1.267	100.00	794
2,308	.882	132,308	1.08868	74.38	.....	144	177,869	.847	100.00	795
1,940	1.537	91,940	1.57480	69.89	.....	.....	131,553	.866	100.00	796
1,928	2.242	161,928	1.26322	90.28	.....	474	179,366	1.242	100.00	797

GROUP III. TABLE III.—EARNINGS AND INCOM

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7
		EARNINGS ARISING FROM PASSENGER SERVICE.					
	Abbreviated name of road.	Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
799	Ind. Nn. Ry						
800	Indpls., Dec. & Wn. Ry. [1] [Line in Indiana.]	74,004	2.457	8,284	9,638	93,985	.45891
801	Indpls. Un. Ry. [2]						
803	Iron Ry	4,610	3.369			4,610	1.11246
805	Ivorydale & Mill Ck. Vy. Ry.						
806	Kanawha & Mich. Ry. [3] [Line north of Ohio Riv.]	57,038	2.825	5,180	2,157	65,418	.60354
807	L. Co. R. R						
808	L. Erie & Wn. R. R	974,080	2.396	64,895	70,946	1,125,872	.91195
809	L. Erie, Alliance & Sn. Ry	3,507	2.878	2,128	1,062	6,697	1.14135
810	L. Shore & Mich. Sn. Ry	5,786,491	2.195	1,325,986	530,002	7,741,715	1.51169
824	Lakeside & Marbleh. R. R	3,580	2.345	299	296	4,175	.44779
826	Louisv., Evansv. & St. L. Consol. R. R.	482,219	2.736	40,953	31,396	554,568	.73703
827	Louisv., New Alb. & Chic. Ry.	866,754	1.895	95,415	108,094	1,088,078	1.01986
830	Louisv., New Alb. & Cdn. R. R.	5,487	4.546	403	765	6,655	1.95737
832	Manistee & Gr. Rap. R. R. [4]						
837	Mason & Oceana R. R	3,841	28.454	1,251		5,092	.25461
838	Mich. Cent. R. R. [5]	4,894,483	2.218	324,171	473,484	5,692,138	1.15842
853	Middlet. & Cin. Ry	2,466	2.963		42	2,508	17268
854	Minl. Range R. R	34,196	3.669	1,287	902	36,772	.98594
856	New Castle & Butler R. R						
409	N. Y. Cent. & Hud. Riv. R. R. [6]						
857	Dunk., Allegh. Vy. & Pittsb. R. R.	97,765	2.600	7,570	3,404	109,478	.86032
859	N. Y., Chic. & St. L. R. R	655,509	1.569	28,379	22,124	709,379	1.04055
428	N. Y., L. Erie & Wn. R. R. [7] [Line west of Salamanca, N. Y.]	1,487,750	1.790	81,340	150,756	1,754,129	1.05423
867	Chic. & Erie R. R	554,998	1.564	26,911	71,141	669,842	.76962
868	Norf. & Wn. R. R. [8] [Line north of Ohio Riv.]	275,843	2.553	20,564	7,307	303,714	.96891
869	N. Wn. Monroe Ry						
870	Ohio & Miss. Ry. [9] [Line east of Vincennes, Ind.]	705,579	1.856	103,154	62,750	889,146	1.05682
871	Ohio Sn. R. R	77,150	1.803	7,575	10,402	95,127	.62100
872	Pennsylvania Co	4,716,855	2.098	436,216	346,423	5,630,057	1.15728
886	Cin. & Musking. Vy. Ry	132,067	2.509	13,723	7,383	155,591	.48947
887	Gr. Rap. & Ind. R. R	966,715	2.414	64,368	45,860	1,115,883	.80755
891	Pittsb., Cin., Chic. & St. L. Ry.	4,431,293	2.154	774,475	428,768	5,772,961	1.05890
901	Pittsb. & Castle Shan. R. R	44,961	2.258	258	1,926	50,472	.50537
902	Pittsb. & L. Erie R. R	556,223	1.902	17,220	22,494	606,508	.97782
905	Pittsb. & Moon Run R. R	3,021		158		3,179	
907	Pittsb., Chartiers & Youghy. Ry.	13,591	2.423			14,642	.33490
908	Pittsb., Marion & Chic. Ry	8,698	2.210	1,338	470	10,556	.41520

[1] See page 340, No. 800, for totals covering entire road.
[2] Road reports that it performs switching service only.
[3] Group figures assigned by this Office. See page 340, No. 806, for totals covering entire road.
[4] Report for year ending December 31, 1892.
[5] Figures cover whole line, 1,638.52 miles; 378.91 miles not in United States.
[6] Inserted to show relation of road following.
[7] See page 340, No. 428, for totals covering entire road.
[8] See page 340, No. 868, for totals covering entire road.
[9] Group figures assigned by this Office. See page 340, No. 870, for totals covering entire

t ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

10	11	12	13	14	15	16	17	18	
ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.			
Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100 × Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100 × Col. 16 / Col 25	No.
Cents.	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	
.....	.....	.....	.....	1,497	.....	1,497	.....	100.00	799
1.235	158,480	1.63528	62.75	.....	.....	252,465	1.044	100.00	800
.....	.....	.....	.....	304,741	151,396	456,137	.....	99.83	801
2.097	28,232	1.62520	65.88	1,787	8,226	42,855	1.992	100.00	803
.....	25,493	.....	100.00	.....	.....	25,493	.....	100.00	805
746	106,392	1.28010	58.90	2,358	6,447	180,615	.943	99.32	806
.....	5,386	.....	100.00	.....	.....	5,386	.....	100.00	807
.737	2,303,626	1.55473	64.36	53,261	96,448	3,579,167	1.318	100.00	808
1.610	21,672	1.23085	67.52	.....	3,724	32,093	1.367	106.00	809
.599	15,519,592	1.71870	65.90	.....	292,000	23,553,307	1.664	97.95	810
3.163	40,088	9.14827	90.57	.....	.....	44,263	3.229	100.00	824
1.059	1,208,692	1.63544	67.75	10,601	10,433	1,784,294	1.196	98.82	826
883	2,323,480	1.57872	68.02	.....	3,882	3,416,040	1.345	97.86	827
7.440	8,542	.83747	56.21	.....	.....	15,197	1.117	100.00	830
2.121	38,862	5.08666	100.00	.....	.....	38,862	5.087	100.00	832
18.415	33,147	1.10490	86.68	.....	.....	38,239	.765	100.00	837
.691	10,250,226	1.46647	64.08	.....	54,274	15,996,638	1.344	99.69	838
3.691	11,461	.78485	81.86	.....	17	13,926	.479	99.88	853
9.463	72,955	1.78620	62.32	.....	7,323	117,050	1.498	92.96	854
5.000	5,523	.51136	100.00	.....	.....	5,523	.511	100.00	856
									409
1.339	196,904	1.91273	64.19	.....	434	306,810	1.333	100.00	857
.545	5,838,308	1.34859	89.04	.....	9,189	6,556,876	1.309	99.87	859
.563	5,604,708	1.07662	75.58	15,838	40,516	7,415,191	1.080	100.00	428
.513	2,162,258	1.23959	74.12	.....	84,801	2,916,901	1.116	97.67	867
.680	494,573	1.52523	60.86	.....	14,431	812,718	1.274	100.00	868
.....	363	.....	18.46	.....	1,600	1,963	.....	100.00	869
.764	1,212,214	1.49980	57.79	.....	.....	2,101,360	1.275	100.00	870
.687	574,204	1.90800	75.76	78,762	9,741	757,834	1.669	99.86	871
.679	14,220,998	1.78188	70.55	.....	302,595	20,153,650	1.560	88.67	872
1.127	291,278	1.29070	60.95	.....	30,730	477,599	.879	100.00	886
.906	2,075,244	1.49537	64.52	.....	25,409	3,216,536	1.161	99.99	887
.709	13,036,261	1.45107	68.52	50,859	164,170	19,024,251	1.318	99.90	891
45.333	78,671	5.95988	60.92	.....	.....	129,143	1.142	94.55	901
.705	3,920,804	3.46880	88.21	.....	21,194	4,548,564	2.598	99.99	902
.....	21,209	.....	86.97	.....	.....	24,388	.....	100.00	905
1.492	158,536	3.50015	91.15	.....	738	173,916	1.954	100.00	907
1.818	29,560	1.16262	73.46	.....	123	40,239	.791	100.00	908

GROUP III. TABLE III.—EARNINGS AND INCO

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7
		EARNINGS ARISING FROM PASSENGER SERVICE.					
	Abbreviated name of road.	Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
909	Pittsb., Shen. & L. Erie R.R.	162,779	1.835	7,510	10,419	180,708	.61097
917	Salem R. R.	2,894	10.624	277	465	3,691	1.06301
919	T. Haute & Indpls. R. R.[1] [Line in Indiana.]	554,670	2.336	122,184	37,361	714,717	1.07869
922	Tionesta Vy. R. R	8,110	5.000	967	292	9,369	.34406
925	Tol. & Ohio Cent. Ry	210,124	2.287	21,358	11,658	245,100	.59685
928	Tol., Ann Arb. & N. Mich. Ry.	274,685	2.568	38,535	18,000	334,395	.81231
906	Tol., Cols. & Cin. Ry.[2]	37,077	2.406	1,440	1,258	40,075	.82920
929	Tol., St. L. & Kans. Cy. R. R.[3] [Line in Indiana and Ohio.]	199,464	1.870	31,481	34,355	271,367	.59707
930	Wabash R. R.[4] [Line east of Danville, Ill.]	1,449,787	1.893	164,877	155,194	1,798,520	.87468
938	Wheel. & L. Erie Ry	198,397	2.542	16,195	10,091	226,381	.42164
940	Zanesv. & Ohio Riv. Ry	54,594	2.342	5,996	2,555	64,281	.65482

[1] See page 340, No. 919, for totals covering entire road.
[2] Report for four months ending October 31, 1892. Merged in Tol. & Ohio Cent. Ry., Nov 1892.
[3] Group figures assigned by this Office. See page 340, No. 929, for totals covering entire roa
[4] Group figures assigned by this Office. See page 340, No. 930, for totals covering entire roa

E YEAR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100 × Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Col. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100 × Col. 16 / Col. 25	No.
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
241,418	.769	241,418	1.09431	56.99	.....	1,572	423,709	.821	100.00	909
4,388	4.970	4,388	.42127	54.33	.....	.....	8,079	.582	100.00	917
1,480,743	.812	1,480,743	1.45388	67.12	.....	10,565	2,206,030	1.310	98.26	919
52,908	5.982	52,908	3.38068	84.96	.....	.....	62,277	1.452	109.00	922
1,658,079	.567	1,658,079	1.33792	83.52	67,412	14,647	1,985,298	1.208	99.95	925
722,557	.867	722,557	1.13181	66.37	.....	31,841	1,063,793	1.037	99.91	928
93,289	1.029	93,289	2.30886	69.94	.....	.....	133,319	1.503	99.91	906
1,182,806	.412	1,182,806	1.25528	81.34	.....	.....	1,454,282	1.041	100.00	920
3,716,466	.546	3,783,063	1.25516	66.85	.....	76,876	5,658,479	1.116	98.31	930
1,211,709	.869	1,211,709	1.07788	77.90	110,496	6,851	1,555,421	.926	99.90	938
56,569	1.505	56,569	1.11904	46.77	.....	118	120,969	.821	100.00	940

GROUP IV. TABLE III.—EARNINGS AND INCC

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7
		EARNINGS ARISING FROM PASSENGER SERVICE.					
	Abbreviated name of road.	Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Total—Group IV.....	10,613,721	2.406	1,530,176	742,632	12,979,489	.90349
942	Aberdeen & W. End R. R ..	1,084	.....	.....	.....	1,084	.....
945	Atl. & Danv. Ry.....	110,757	2.750	14,132	3,714	128,603	.34288
946	Atl. & N. C. R. R.....	57,360	.....	7,544	14,524	79,428	1.23941
947	Atl. Coast Line Assn	1,194,624	2.506	290,439	110,425	1,632,426	1.05504
964	Col., Newb. & Laurens R. R.	19,786	.....	1,068	569	22,876	.46590
176	Balt. & Ohio R. R. [1] ..... [Line south of Harpers Ferry, W. Va.]	118,015	2.378	14,064	9,743	141,822	.71233
968	Big Stone Gap & Powell's Vy. Ry.	3,277	.....	.....	.....	3,277	.....
971	Cape Fear & Yad. Vy. Ry .	122,160	2.038	28,082	7,278	158,829	.68628
973	Car., Knoxv. & Wn. Ry	2,674	.....	660	.....	3,334	.....
974	Car. Midl. Ry	14,203	3.185	2,072	451	16,999	.32576
975	Carthage R. R	2,575	.....	440	37	3,070	.96396
979	Charleston & Sav. Ry.....	249,151	2.033	54,799	18,187	337,450	.95665
981	Charleston, Cin. & Chic. R. R.	40,686	2.843	11,688	1,677	54,051	.55277
983	Charleston, Sumter & Nn. R. R.	30,529	2.990	7,243	1,633	39,641	.48208
984	Ches. & Ohio Ry. [2] ..... [Line east of Huntington, W. Va.]	1,695,721	2.044	147,896	87,299	1,930,916	1.00243
985	Danv. & Wn. Ry.....	24,636	2.132	4,272	.....	28,908	1.06574
990	Farmv. & Powhatan R. R...	12,337	3.037	3,775	509	16,629	.26222
991	Georget. & Wn. R. R.....	12,407	2.145	1,897	829	15,227	.54483
993	Green Pond, Walterb. & Branchv. Ry.	2,945	2.874	558	186	3,694	.98029
806	Kanawha & Mich. Ry. [3] ..... [Line south of Ohio Riv.]	57,038	2.825	5,180	2,157	65,418	.60354
1001	Norf. & Car. R. R	58,872	2.551	6,048	3,175	68,582	.51815
1002	Norf. & Ocean V. R. R	17,337	2.012	.....	.....	17,337	1.16764
1003	Norf. & Sn. R. R.....	74,923	3.149	8,131	3,938	88,447	1.08727
868	Norf. & Wn. R. R. [4] ..... [Line south of Ohio Riv.]	1,624,422	2.443	140,445	124,083	1,888,950	.80911
1007	Ohio Riv. R. R	361,510	2.744	23,291	7,414	392,215	.78999
1011	Palmetto R. R	1,625	3.909	789	23	2,437	.85577
1015	Port Roy. & Aug. Ry. [5]	11,217	2.256	1,385	322	13,032	.51951
1016	Pot., Fredsb. & Piedmont R. R.	5,324	3.064	1,755	.....	7,079	1.08085
1017	Powellton & Pocahontas Ry.	2,387	.....	166	.....	3,633	.....
1019	Rich. & Danv. R. R	3,111,221	2.547	560,452	229,610	3,910,143	1.12887
1047	Rich., Fredsb. & Pot. R. R ..	332,444	2.353	55,518	27,780	425,750	1.49227
1054	Seaboard & Roanoke R. R..	91,557	2.819	8,503	9,107	103,875	.81060
1056	Car. Cent. R. R.....	104,203	2.545	22,919	8,615	138,719	.75967
1059	Ral. & Gaston R. R	88,869	2.542	11,404	6,624	108,155	.73220
1061	Durham & Nn. Ry.....	10,062	2.702	1,775	382	12,265	.45781
1062	Ga., Car. & Nn. Ry. (lessee.)	145,212	2.392	22,966	5,441	175,644	.42738
1064	Ral. & Aug. Air Line R. R.	53,426	2.650	7,982	3,714	65,628	.74675
1066	S. Atl. & Ohio R. R	34,477	.....	3,722	1,175	39,374	.....
1067	S. Bound R. R.....	75,219	3.830	1,681	3,006	79,906	.39455
1068	S. C. Ry.....	326,739	1.973	31,304	22,477	380,520	.69674
1070	Suffolk & Car. Ry.....	6,571	2.263	1,640	.....	8,211	.75777
1071	Suffolk Lum. Co.'s R. R	954	.....	.....	.....	954	.....

[1] See page 340, No. 176, for totals covering entire road.
[2] See page 340, No. 984, for totals covering entire road.
[3] Group figures assigned by this Office. See page 340, No. 806, for totals covering entire ro
[4] See page 340, No. 868, for totals covering entire road.
[5] Report of Receiver for period, April 26 to June 30, 1893.

AR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

10	11	12	13	14	15	16	17	18	
GS ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.			
Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 / Col. 25	No.
Cents.	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	
81 .763	29,710,377	1.38404	67.76	666,043	465,457	[1] 43,843,340	1.224	92.08	
50 51	51,250	.....	96.63	707	.....	53,041	.....	100.00	942
39 2.090	428,539	1.23026	74.30	4,860	14,810	576,812	.797	100.00	945
66	84,566	1.95765	51.22	.....	1,092	165,086	1.539	100.00	946
90 1.651	2,585,390	1.68081	60.99	.....	21,215	4,239,031	1.374	98.32	947
05	41,905	.51049	64.69	.....	.....	64,781	.690	100.00	964
35 .921	210,535	1.38129	59.74	.....	.....	352,357	1.002	92.21	176
19	7,319	.....	69.08	.....	.....	10,596	.....	100.00	968
51 1.384	383,951	1.33182	60.90	4,366	2,209	549,355	1.057	100.00	971
23	4,123	.....	49.70	63	775	8,295	.....	100.00	973
12 7.963	42,012	1.58684	69.01	.....	1,860	60,871	.774	100.00	974
14	5,514	.58913	64.24	.....	.....	8,584	.688	100.00	975
47 1.255	287,347	1.72283	46.04	.....	.....	625,397	1.203	98.04	979
11 2.775	99,811	1.11577	63.14	3,641	541	[1] 180,018	.844	100.00	981
45 1.491	122,445	1.45921	74.00	3,389	3	165,478	.996	100.00	983
06 .511	5,913,106	1.47340	74.82	.....	59,849	7,903,871	1.331	98.88	984
23 7.122	45,323	.55696	59.90	.....	1,433	75,664	.697	100.00	985
86 2.760	57,025	1.04017	77.01	.....	396	74,050	.628	67.11	990
44 3.709	29,644	1.34341	65.92	.....	100	44,971	.899	100.00	991
44 5.388	20,144	1.78203	84.52	.....	.....	23,838	1.582	98.33	993
80 .746	106,392	1.28010	58.90	2,358	6,447	180,615	.943	99.32	806
35 1.421	290,935	1.79674	79.93	1,154	3,356	364,027	1.237	99.59	1001
.....	.....	.....	.....	.....	.....	17,337	1.168	100.00	1002
84 2.058	304,721	4.78041	76.82	1,472	2,064	396,704	2.734	97.98	1003
08 .508	7,620,108	1.18646	79.11	32,190	91,428	9,632,676	1.100	98.20	868
03 .743	441,203	1.57604	1.39	16,348	8,910	858,676	1.106	99.86	1007
27 7.873	7,227	.84573	4.76	.....	.....	9,664	.848	94.30	1011
64 5.418	19,537	1.38645	59.98	.....	.....	32,569	.831	100.00	1015
87 4.466	26,387	1.23409	78.84	.....	.....	33,466	1.201	99.78	1016
48	19,348	.....	84.20	.....	.....	22,981	.....	100.00	1017
39 1.211	6,072,585	1.35082	57.44	427,638	161,339	10,572,005	1.328	99.44	1019
43 1.027	356,343	1.19282	45.56	.....	.....	782,093	1.339	98.22	1047
81 1.646	570,981	2.28288	79.30	17,378	21,676	719,910	1.867	84.35	1054
28 2.482	356,283	1.31594	70.66	1,705	7,486	504,193	1.112	99.83	1056
91 4.638	313,491	1.66396	65.91	43,956	10,073	475,675	1.429	85.41	1059
19 3.305	42,219	1.45855	74.00	1,920	648	57,052	1.024	99.62	1061
20 2.076	263,620	.83567	59.43	86	4,175	443,525	.611	61.73	1062
36 1.310	235,636	.91611	76.86	.....	5,323	306,587	.888	99.23	1064
60	75,260	.....	60.12	10,335	204	125,173	.....	100.00	1066
45 1.970	153,345	1.51210	65.36	.....	1,379	234,630	.772	100.00	1067
60 1.306	990,760	2.04158	71.77	.....	9,057	1,380,337	1.338	100.00	1068
54 4.276	54,054	1.66286	77.32	.....	7,642	69,907	1.613	98.84	1070
57	14,957	.....	94.00	.....	.....	15,911	.....	100.00	1071

[1] Includes $21,974 unclassified.

GROUP IV. TABLE III.—EARNINGS AND INCOM

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7
		EARNINGS ARISING FROM PASSENGER SERVICE.					
	Abbreviated name of road.	Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1076	Vy. R. R. (of Va.)	53,124	.....	5,763	4,393	63,280	.66943
1079	W. Va. & Pitteb. R. R.	117,454	3.518	7,473	15,111	141,406	.86972
1080	W. Va. Cent. & Pitteb. Ry	109,662	2.802	8,073	6,885	126,009	.65881
1082	Wheel. Brg. & Term. Ry	7,978	1.662	.....	139	11,807	.21227
1084	Wilm., Onslow & E. Car. R.R	12,798	2.138	988	.....	13,786	.65270
1086	Winifrede R. R.	2,169	2.503	194	.....	2,363	.....

YEAR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100 × Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100 × Col. 16 / Col. 25	No.
Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	
63, 002	.....	63, 002	1. 21350	49. 88	.....	.....	126, 282	. 914	98. 08	1076
246, 462	2. 571	246, 462	1. 58780	61. 20	10, 947	3, 902	402, 717	1. 305	100. 92	1079
530, 286	. 706	530, 286	1. 78062	71. 28	81, 530	6, 344	744, 069	1. 521	82. 98	1080
38, 494	.....	38, 494	.....	68. 99	.....	5, 494	55, 798	1. 008	85. 13	1082
31, 140	4. 426	31, 140	. 70606	64. 81	.....	3, 124	48, 050	. 738	100. 00	1084
45, 052	2. 712	45, 052	.....	92. 68	.....	1, 203	48, 618	.....	100. 00	1086

GROUP V. TABLE III.—EARNINGS AND INCO

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7
	Abbreviated name of road.	EARNINGS ARISING FROM PASSENGER SERVICE.					
		Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.
	Total—Group V	*Dollars.* 18,588,706	*Cents.* 2.435	*Dollars.* 2,449,301	*Dollars.* 1,545,866	*Dollars.* 22,862,255	*Dollars.* .93010
1088	Abbeville & Waycross R. R.	3,300	.....	375	.....	3,675	.....
1089	Ala. & Vicksb. Ry	168,210	2.353	24,588	12,082	209,183	1.34389
1090	Ala. Gt. Sn. R. R.....	399,998	2.216	69,448	32,662	509,359	1.04289
1091	Ala. Midl. Ry	132,771	2.466	15,595	4,748	154,849	.76410
1098	Atlanta & W. Pt. R. R	164,001	2.413	35,385	8,057	209,691	.79567
1102	Birm. & Atl. R. R.....	5,363	3.368	1,354	192	6,909	.38382
1104	Birm., Selma & N. O. Ry	4,511	2.958	901	.....	5,412	.98741
1105	Birm., Sheff. & Tenn. Riv Ry	23,509	2.031	4,965	754	29,228	.44278
1111	Bruns. & Wn. R. R	123,824	2.424	19,451	7,933	152,050	.59968
1115	Cent. R. R. & Bkg. Co. of Ga.	1,361,474	2.807	166,486	78,623	1,606,583	.74359
1125	Chatt. Sn. Ry.....	17,735	.....	4,354	771	22,965	.....
1127	Ches. & Nashv. Ry	9,263	3.024	1,536	305	11,224	1.78790
984	Ches. & Ohio Ry [1] ..... [Line west of Huntington, W. Va.]	661,253	1.860	58,384	31,439	751,076	1.01133
1128	Ky. & S. Atl. Ry.....	3,914	3.013	866	.....	4,780	.37999
1131	Cin. & Ky. Sn. R. R	404	2.308	400	.....	804	.....
1132	Cin., N. O. & Tex. Pac. Ry ..	879,132	2.243	135,319	82,483	1,110,745	1.13292
1135	Cols. Sn. Ry	23,953	2.127	3,641	671	28,265	.40845
1138	Dover & Statesboro R. R. [2] ..	.....	.....	.....	.....	.....	.....
1140	E. & W. R. R. of Ala	29,158	3.004	6,642	510	36,310	.32961
1141	E. Tenn. & Wn. N. C. R. R...	15,308	4.000	1,634	.....	16,942	1.05013
1142	E. Tenn., Va. & Ga. Ry. [3]	1,402,582	2.371	171,054	98,570	1,687,229	.81788
1144	Knoxv. & Ohio R. R.....	82,485	2.982	8,364	4,642	96,381	1.05169
1146	Memph. & Charleston R. R.	414,256	2.331	45,436	25,342	491,277	.98928
1147	En. Ky. Ry	9,200	3.531	1,743	.....	10,943	.72388
1150	Fla. Cent. & Penin. R. R.....	397,674	2.549	50,438	39,888	488,000	.93591
1151	E. Fla. & Atl. R. R	3,887	.....	.....	.....	3,887	.....
1154	Gadsden & Attalla Un. Ry. [4]	.....	.....	.....	.....	.....	.....
1156	Georgia R. R.....	423,159	2.609	38,825	16,939	484,120	.81704
1158	Gainesv., Jeff. & Sn. R. R..	9,021	3.256	3,076	503	12,623	.89991
1159	Un. Pt. & White Plains R. R.	1,511	3.826	589	23	2,144	.50899
1161	Ga. Midl. & Gulf R. R.....	63,704	2.899	8,476	1,494	73,674	.69083
1162	Ga. Sn. & Fla. R. R	220,583	2.134	37,136	15,098	276,255	.63280
1167	Gulf & Chic. R. R.....	8,387	2.396	3,281	.....	11,668	.99305
1171	Hartwell R. R. [5].....	910	.....	254	.....	1,164	.....
1173	Ill. Cent. R. R. [6]..... [Line south of Cairo, Ill.]	932,326	2.267	177,450	139,752	1,274,592	.85304
1176	Yazoo & Miss Vy. R. R	542,453	2.473	59,883	38,338	652,954	.95198
1177	Indn. Spgs. & Flovilla R. R..	.....	.....	.....	.....	.....	.....
1181	Jacksonv., Tampa & Key W. Ry.	262,746	2.911	51,340	47,273	361,359	1.26784
1182	Fla. Sn. R. R	115,177	3.493	18,652	16,378	150,207	.71714
1586	Kans. Cy., Ft. Scott & Memph. R. R.: [7]						
1186	Kans. Cy., Memph. & Birm. R. R.	269,742	2.236	32,676	14,364	316,782	.76914
1190	Ky. Un. Ry	52,626	.....	5,846	2,400	61,360	.....
1194	Knoxv., Cumb. Gap & Louisv. R. R.	40,147	3.088	3,802	1,101	45,934	.42539

[1] See page 340, No. 984, for totals covering entire road.
[2] Report of Receiver for period, February 12 to June 30, 1893. No report of operation
[3] Report of Receivers for period, June 25 1892 to June 30, 1893.
[4] Report for period, January 1 to June 1, 1893.
[5] Report of Receiver for seven months ending June 30, 1893.
[6] See page 340, No. 1173, for totals covering entire road.
[7] Inserted to show relation of road following.

AR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

10	11	12	13	14	15	16	17	18	
GS ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.			
Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100 × Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100 × Col. 16 / Col. 25	No.
Cents.	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	
.927	56,217,310	1.50164	68.94	874,230	1,583,283	[1] 81,544,648	1.309	90.45	
9.600	.....	.....	72.32	.....	.....	18,275	.....	100.00	1088
1.122	267,503	2.05999	62.50	2,325	8,891	587,902	.176	100.00	1089
.639	1,237,289	1.30633	67.84	57,940	18,809	1,823,397	1.270	99.97	1090
1.189	322,703	1.03720	65.76	989	12,227	490,768	.955	100.00	1091
1.681	233,719	2.19733	52.30	166	3,156	446,732	1.208	100.00	1098
6.907	30,456	.84850	80.23	135	457	37,957	.674	100.00	1102
5.768	7,728	.78135	58.82	.....	.....	13,140	.855	100.00	1104
.....	204,155	1.52651	87.28	508	.....	233,891	1.171	100.00	1105
1.127	412,783	1.86732	72.80	1,041	1,221	567,095	1.195	98.92	1111
1.246	3,815,101	1.35213	66.93	.....	278,270	5,699,954	1.144	94.89	1115
.....	63,169	.....	73.19	.....	174	86,308	.....	100.00	1125
3.204	42,808	2.23537	78.68	.....	373	54,405	2.140	100.00	1127
.512	1,652,406	1.36129	67.84	.....	32,207	2,435,689	1.245	95.83	984
5.987	8,144	.65042	62.85	.....	31	12,955	.576	100.00	1128
5.985	13,885	.....	94.53	.....	.....	14,689	.....	99.40	1131
.745	3,038,966	1.51870	72.92	.....	18,003	4,167,714	1.398	100.00	1132
14.935	52,493	1.27148	63.87	389	1,067	82,194	.744	100.00	1135
.....	.....	.....	.....	.....	.....	.....	.....	.....	1138
.....	71,714	1.21542	64.89	.....	2,506	[1] 110,530	.653	100.00	1140
3.938	56,373	1.04080	74.83	.....	.....	67,315	1.043	100.00	1141
.855	2,985,120	1.45409	69.09	.....	96,379	5,768,728	1.201	99.73	1142
.912	417,653	1.60492	81.04	.....	1,326	515,360	1.465	100.00	1144
.847	994,637	1.27197	65.68	10,591	17,850	1,514,355	1.184	99.61	1146
2.864	45,060	.99347	79.24	.....	868	56,871	.940	105.21	1147
1.329	1,130,467	2.24670	68.70	.....	26,903	1,645,370	1.606	96.66	1150
.....	5,166	.....	57.07	.....	.....	9,053	.....	100.00	1151
.....	.....	.....	.....	.....	.....	[2] 5,120	.....	100.00	1154
1.271	984,511	1.21286	65.86	10,974	15,155	1,494,760	1.064	94.16	1156
3.478	24,618	.58502	65.94	28	60	37,329	.665	100.00	1158
8.985	3,539	.29012	62.28	.....	.....	5,683	.337	100.00	1159
1.017	85,627	.85717	52.55	3,613	.....	162,914	.789	100.00	1161
1.153	528,314	1.38888	64.64	8,759	3,994	817,322	1.000	100.00	1162
19.449	28,624	.81201	71.04	.....	.....	40,292	.857	100.00	1167
.....	2,780	.....	69.67	.....	25	3,919	.....	100.00	1171
.928	3,838,371	1.30266	71.42	.....	262,455	5,375,418	1.210	100.00	1173
.786	1,651,114	1.60110	69.08	9,867	76,476	2,390,411	1.392	95.29	1176
.....	.....	.....	.....	.....	.....	[2] 2,450	.....	100.00	1177
2.058	450,855	2.04442	54.89	.....	9,121	821,335	1.625	99.84	1181
3.600	329,727	1.93418	68.46	....	1,676	481,610	1.268	99.82	1182
.....	.....	.....	.....	.....	.....	.....	.....	.....	1586
.872	818,159	1.40142	69.99	10,295	23,712	1,168,948	1.174	97.73	1186
.....	155,674	.....	68.63	2,345	7,468	226,847	.....	100.00	1190
1.121	99,241	1.16515	62.87	6,557	6,108	157,840	.817	100.00	1194

[1] Includes $7,570 unclassified.

[2] Unclassified.

GROUP V. TABLE III.—EARNINGS AND INC

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7
		EARNINGS ARISING FROM PASSENGER SERVICE.					
	Abbreviated name of road.	Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars*
1197	Louisv. & Nashv. R. R. [1] .... [Line south of Ohio Riv.]	4,850,769	2.427	551,373	434,070	5,946,774	1.1696
1212	Hend. Brg. Co	50,321	5.621	2,481	1,812	54,614	2.8494
1213	Newpt. & Cin. Brg. Co	.....	.....	.....	.....	.....	.....
1215	Louisv. Brg. Co	42,709	.....	.....	.....	42,709	.....
1172	Louisv., N. O. & Tex. Ry. [2] ..	237,758	2.466	30,158	16,166	288,605	.8468
1227	Mobile & Birm. Ry	74,857	2.755	10,288	4,795	91,194	.4562
1228	Mobile & Ohio R. R. [3] ..... [Line south of Cairo, Ill.]	336,353	2.389	51,262	43,623	441,349	.7389
1231	Nashv. & Knoxv. R. R	22,020	3.345	3,600	1,167	27,226	2.5273
1232	Nashv., Chatt. & St. L. Ry ..	1,177,673	2.518	143,318	76,272	1,418,929	1.0678
1235	N. O. & N. En. R. R	224,946	1.871	31,106	19,729	278,934	.8068
1236	Newpt. News & Miss. Vy. Co.: [4]						
1237	Ches., Ohio & S. Wn. R. R.	500,076	2.449	56,678	50,000	617,391	.8288
1238	Hodgenv. & Elizabetht. Ry.	4,486	.....	497	231	5,351	.....
1239	Ohio Vy. Ry	113,187	2.542	10,409	4,709	133,089	.7731
1242	Troy & Tiptonv. R. R....	55	.....	.....	.....	55	.....
1243	Oconee & Wn. R, R. [5]	.....	.....	.....	.....	.....	.....
1244	Orange Belt Ry.....	29,920	3.475	11,668	7,005	48,593	.2907
1019	Rich. & Danv. R. R.: [6]						
1259	Ga. Pac. Ry	435,629	2.693	57,376	18,258	513,778	.8173
1265	Salt Spgs. & Bowden Lithia R. R.	1,200	4.364	.....	.....	1,200	.1714
1266	Sandersv. & Tennille R. R ..	2,430	4.761	146	139	2,715	1.1535
1267	Sav., Amer. & Montg. Ry...	99,902	.....	11,385	3,831	115,910	.5644
1269	Sav., Fla. & Wn. Ry.....	703,763	2.571	121,339	100,372	930,090	.9537
1273	S. Bruns. Term. R. R. [7]	.....	.....	.....	.....	.....	.....
1274	S. Fla. R. R.	228,162	2.943	45,791	30,729	305,083	.9582
1279	Talbotton R. R.	2,016	.....	300	594	2,910	.....
1285	Tuskegee R. R.	3,873	9.090	64	122	4,059	1.2488
1288	Wn. Ry. of Ala	166,944	2.564	40,417	8,907	219,294	.8707

[1] See page 340, No. 1197, for totals covering entire road.
[2] Report for four months ending October 31, 1892. Consolidated with Yazoo & Miss. October 31, 1892.
[3] See page 340, No. 1228, for totals covering entire road.
[4] Report not filed; inserted to show relation of four roads following.
[5] Report for period, October 11 1892 to June 30, 1893; road not in operation.
[6] Inserted to show proper relation of road following.
[7] No report of operations.

YEAR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

	10	11	12	13	14	15	16	17	18	
	INGS ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.			
ght rue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100 × Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100 × Col. 16 / Col. 25	No.
ers.	*Cents.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	
7,725	.920	14,787,725	1.64045	69.07	571,924	103,981	21,410,204	1.519	94.45	1197
5,023	2.477	215,023	4.55259	79.75	.....	.....	269,637	4.057	97.07	1212
.....	.....	.....	.....	.....	.....	132,329	1,323	.....	99.32	1213
4,041	.....	294,041	.....	84.80	.....	27,950	4,647	.....	100.00	1214
0,241	.953	611,176	1.51431	65.90	3,884	23,875	9,275	1.242	99.49	1172
7,141	.995	190,179	1.01163	67.59	.....	.....	2,814	.727	99.82	1227
8,920	.817	1,736,920	1.66076	77.76	18,549	37,092	22,339	1.360	.53	1228
2,757	6.172	52,757	1.63246	65.97	.....	.....	800	1.856	100.00	1231
0,163	1.067	3,560,163	1.52047	69.58	.....	137,292	5,116,384	1.394	98.53	1232
3,603	.894	1,123,603	1.76862	79.20	574	15,457	1,418,568	1.446	99.80	1235
										1236
8,544	.809	1,758,544	1.22433	72.48	17,731	31,801	2,425,467	1.112	99.01	1237
5,470	.....	5,470	.....	49.45	.....	240	11,061	.....	96.17	1238
5,437	1.310	225,437	1.26693	62.88	.....	.....	358,526	1.034	93.74	1239
1,351	.....	3,351	.....	98.39	.....	.....	3,406	.....	100.00	1242
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1243
3,766	4.427	69,066	1.15746	58.40	.....	609	118,268	.522	100.00	1244
										1019
1,395	.722	1,349,906	1.14110	68.99	77,692	15,578	1,957,044	1.080	100.00	1259
.....	.....	.....	.....	.....	.....	.....	1,200	.171	100.00	1265
7,657	14.285	4,657	.65954	63.16	.....	.....	7,372	.783	99.29	1266
0,316	.....	400,316	1.32739	70.50	35,101	16,592	567,919	1.120	100.00	1267
6,193	1.366	1,866,193	2.09194	64.40	19,978	81,782	2,898,043	1.552	95.18	1269
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1273
2,884	2.069	362,364	1.55755	53.17	.....	27,181	694,628	1.259	100.00	1274
6,497	.....	6,497	.....	69.07	.....	.....	9,407	.....	100.00	1279
2,263	22.647	6,263	.64235	60.50	.....	30	10,352	.796	100.00	1285
3,867	1.674	273,867	2.23864	54.73	2,295	4,526	499,482	1.336	100.00	1288

GROUP VI. TABLE III.—EARNINGS AND INCO

A.—*Earnings from Operation*—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		EARNINGS ARISING FROM PASSENGER SERVICE.					
		Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Total—Group VI	55,484,516	2.206	6,046,633	3,914,292	67,314,381	1.1624
1292	Abbotsf. & N. En. R. R	771	4.001	661	123	1,555	.....
1295	Atch., Top. & S. Fé R. R. [1] .. [Line east of Kansas City, Mo.]	1,022,131	1.989	118,542	131,461	1,303,596	1.1271
1296	Belt. Ry. of Chic.....	[2]	.....	.....	.....	[2]	.....
1297	Black H. & Ft. Pierre R. R..	5,771	5.000	2,232	816	8,819	.3097
1299	Burl. & N. Wn. Ry	14,857	.....	3,982	859	20,091	.....
1300	Burl. & Wn. Ry.....	14,128	.....	5,249	1,741	21,317	.....
1301	Burl., Cedar Rap. & Nn. Ry.	951,692	2.679	103,457	58,800	1,113,949	.9009
1307	Calumet & Blue I. Ry	[3]	.....	.....	.....	[3]	.....
1310	Chic. & Alt. R. R.....	2,635,616	1.981	182,278	172,663	2,990,557	1.3153
1316	Chic. & Calumet Term. Ry..	.....	.....	.....	.....	.....	.....
1317	Chic. & En. Ill. R. R.....	856,308	1.582	51,254	41,578	970,190	1.0453
1322	Chic. & Kenosha Ry	[2]	.....	.....	.....	[2]	.....
1323	Chic. & N. Wn. Ry.....	8,245,777	2.095	663,436	418,515	9,467,556	1.1191
1327	Sioux Cy. & Pac. R. R.....	238,761	2.681	27,943	8,006	280,959	1.3390
1328	Chic. & Ohio Riv. R. R.....	12,553	3.290	3,941	480	16,974	.9226
1329	Chic. & S. En. Ry. (of Ill.)....	[2]	.....	.....	.....	[2]	.....
1330	Chic., Burl. & Kans. Cy. Ry.	79,560	2.596	20,531	11,600	113,515	.7566
1331	Chic., Burl. & Nn. R. R. of Wis. and Minn.	419,738	1.910	43,013	24,561	491,835	.8511
1333	Chic., Burl. & Quin. R. R. [4]. [Line east of Missouri Riv.]	4,592,845	2.008	818,253	421,761	5,940,350	1.1678
1335	Kans. Cy., St. Jos. & Coun. Bluffs R. R.	538,761	2.520	78,364	25,550	656,122	1.0215
1337	Chic., Ft. Mad. & Des M. Ry.	12,879	3.260	1,781	2,469	17,345	.2882
1338	Chic. Gt. Wn. Ry.....	980,065	2.253	87,035	75,000	1,265,148	.8871
1342	Chic., Milw. & St. P. Ry.....	7,220,480	2.414	1,014,585	608,329	9,365,553	1.2200
1344	Chic., Rock I. & Pac. Ry. [5].. [Line east of Missouri Riv.]	3,917,865	2.133	284,673	267,863	4,621,029	1.2215
1348	Chic., St. P., Minneap. & Om. Ry. [6] [Line east of Missouri Riv.]	1,903,800	2.597	164,254	95,216	2,205,382	1.2006
1351	Chippewa Riv. & Menomonie Ry.	612	3.077	.....	.....	612	.....
758	Clev., Cin., Chic. & St. L. Ry. [7] [Line west of Terre Haute, Ind.]	840,368	2.377	86,527	63,699	990,594	1.1520
1352	Kank. & Seneca Ry	11,347	2.723	1,859	2,400	15,606	1.0030
767	Peoria & En. Ry. [8]..... [Line west of Danville, Ill.]	157,243	2.669	20,045	12,437	189,725	1.0309
1354	Crooked Ck. R. R. & Coal Co.	1,001	.....	769	.....	1,770	.....
1356	Des M. & Kans. Cy. Ry	55,489	1.979	4,783	1,557	61,829	.6879
1357	Des M. Nn. & Wn. Ry	101,934	2.310	10,778	6,307	120,586	.6633
1358	Des M. Un. Ry. [9].....	.....	.....	.....	.....	.....	.....

[1] Group figures assigned by this Office. See page 340, No. 1295, for totals covering entire
[2] Road reports that it performs switching service only.
[3] Road reports no passenger service.
[4] See page 340, No. 1333, for totals covering entire road.
[5] See page 340, No. 1344, for totals covering entire road.
[6] See page 340, No. 1348, for totals covering entire road.
[7] Group figures assigned by this Office. See page 340, No. 758, for totals covering entire r
[8] Group figures assigned by this Office. See page 340, No. 767, for totals covering entire r
[9] This company performs service at Des Moines, Iowa, for the Wabash R. R., Des M. Nn. & and Chic. Gt. Wn. Ry. Cos., charging each its due proportion of expenses thereby incurred, ing no earnings from operation.

YEAR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

	10	11	12	13	14	15	16	17	18	
	EARNINGS ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.			
	Revenue per ton per mile.	Total freight earnings including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100 × Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100 × Col. 16 / Col. 23	No.
	Cents.	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	
741	.962	171,967,317	1.54456	69.92	2,246,464	4,372,087	[1] 245,964,280	1.414	92.24	
217	6.515	18,217	1.21456	92.13	.....	.....	19,772	1.318	100.00	1292
798	.941	3,336,805	1.37286	71.06	22,052	33,137	4,695,590	1.313	91.92	1295
484	.....	828,814	.64552	100.00	.....	.....	828,814	.646	100.00	1296
401	8.024	179,401	5.61662	95.25	.....	16	188,236	3.116	100.00	1297
908	.....	46,908	.....	70.01	.....	.....	66,999	2.898	100.00	1299
219	.....	54,219	.....	71.59	.....	222	75,758	.535	100.00	1300
917	1.076	3,178,917	1.22780	73.98	.....	4,200	4,297,066	1.129	99.18	1301
648	.750	129,648	3.50117	29.40	307,674	3,588	440,910	11.907	100.00	1307
063	.949	5,398,063	1.50024	64.07	.....	36,623	8,425,263	1.435	96.71	1310
.....	.....	.....	.....	.....	220,017	2,439	222,456	.....	100.00	1316
502	.589	8,466,402	2.10810	77.87	1,151	14,134	4,451,877	1.781	98.63	1317
.....	.....	.....	.....	.....	25,898	.....	25,898	.....	100.00	1322
914	1.028	23,149,287	1.37565	70.75	.....	101,836	32,718,629	1.294	97.70	1323
551	1.320	246,811	1.61929	45.14	.....	19,021	546,791	1.509	98.85	1327
871	1.798	75,871	1.37501	80.45	.....	1,471	94,316	1.282	100.00	1328
.....	.....	.....	.....	.....	57,461	.....	57,461	.....	100.00	1329
635	1.262	242,635	.93790	67.07	375	5,235	361,760	.886	100.00	1330
217	.642	1,912,217	1.64012	78.82	.....	22,183	2,426,235	1.391	99.73	1331
970	.815	13,966,668	1.33609	67.53	386,670	387,055	20,680,743	1.331	95.81	1333
946	1.184	1,256,946	2.44596	59.39	38,007	165,519	2,116,594	1.831	100.00	1335
252	4.355	40,252	1.00456	70.00	.....	.....	57,497	.589	100.00	1337
558	.770	3,731,058	1.27436	74.26	.....	28,605	5,025,411	1.154	100.00	1338
469	1.026	24,551,178	1.57789	71.78	.....	286,868	34,203,599	1.472	99.64	1342
17	.996	9,521,317	1.23772	65.71	155,563	193,845	14,490,254	1.263	97.16	1344
51	1.136	5,986,883	1.86878	72.69	23,597	20,283	8,236,155	1.634	98.85	1348
57	2.482	69,668	2.67952	99.12	.....	.....	70,280	2.703	50.96	1351
12	.970	1,958,343	1.47345	65.24	.....	53,034	3,001,971	1.372	99.75	758
9	.727	58,469	1.25276	70.40	.....	8,970	83,045	1.334	100.00	1352
1	.888	339,321	1.31556	64.06	.....	618	529,664	1.198	100.00	767
1	.....	8,381	.....	82.57	.....	.....	10,151	.....	100.00	1354
0	3.611	54,450	.76213	46.24	.....	1,465	117,744	.778	100.00	1356
0	4.306	279,540	2.17508	68.92	5,464	.....	405,590	1.307	100.00	1357
	.....	.....	.....	.....	.....	.....	.....	.....	.....	1358

[1] Includes $64,031 unclassified.

GROUP VI. TABLE III.—EARNINGS AND INCO

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7
	Abbreviated name of road.	EARNINGS ARISING FROM PASSENGER SERVICE.					
		Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1360	Duluth & Iron Range R. R.	154,492	3.320	5,925	5,787	167,975	.99757
1361	Duluth & Winn. R. R.	102,773	3.207	2,952	6,574	113,275	1.28645
1364	Duluth, Missabe & Nn. Ry.	34,058	3.491	2,771	120	37,205	1.91672
1366	Duluth, Red Wing & Sn. R. R.	20,831	2.833	1,391	1,162	23,384	1.40445
1367	Duluth, S. Shore & Atl. Ry.	656,102	3.196	46,258	22,500	733,073	.93309
1370	E. St. L. Con. Ry. [1]						
1371	Elgin, Joliet & En. Ry	17,449	2.557	1,013	6,800	25,262	1.28514
780	Evansv. & T. Haute R. R.: [2]						
1372	Peoria, Dec. & Evansv. Ry.	209,635	2.762	20,520	17,308	247,463	.84080
1375	Fulton Co. N. G. Ry.	13,354	1.997	3,074	2,400	19,180	.50225
1376	Gr. Tower & Carb. R. R.	13,843	2.584	1,583	238	15,664	.63275
1377	Gr. Tower & Cape Gir. R. R.	5,979	2.415	1,858	279	8,116	.32238
1378	Gt. Nn. Ry. [3] [Line east of Minot, N. Dak.]	1,826,389	2.495	290,032	113,629	2,270,930	1.64304
1380	St. P., Minneap. & Manit. Ry.: [4] [Line east of Minot, N. Dak.]						
1381	Duluth, Watert. & Pac. Ry.	3,810	3.617	1,991	1,352	7,584	1.46019
1382	Willmar & Sioux Falls Ry.	88,501	3.359	15,703	7,545	113,641	1.07178
1383	En. Ry. Co. of Minn.	90,956	1.947	1,969	2,746	98,218	.84540
1384	Duluth Term. Ry.						
1386	Green Bay, Win. & St. P. R. R.	96,192	2.728	18,068	5,329	120,425	.39922
1388	Kewaunee, Green Bay & Wn. R. R.	13,003	2.743	1,980	600	15,776	.72007
1389	Hann. & St. Jos. R. R.	666,921	2.070	85,834	71,900	842,019	.94238
1392	Humeston & Shen. R. R.	31,855	2.498	7,014	3,356	42,225	.58976
1173	Ill. Cent. R. R. [5] [Line north of Cairo, Ill.]	4,219,077	1.948	345,592	260,280	4,960,922	1.01293
1402	Ind., Ill. & Io. R. R.	14,062	2.579	6,729	1,200	22,011	1.17018
800	Indpls., Dec. & Wn. Ry. [6] [Line in Illinois.]	74,004	2.457	8,284	9,638	93,985	.64891
1404	Io. Cent. Ry.	331,217	2.534	43,872	14,500	394,701	.71648
1407	Albia & Centerv. Ry.	2,955	2.933	1,049	58	4,104	1.02230
1408	Io. Nn. Ry.	2,723	3.571			2,723	1.08746
1414	Joliet & Blue I. Ry.						
1415	Kans. Cy. & Atl. R. R. [7]	466	3.604	40		537	1.62987
1416	Keokuk & Ham. Brg. Co.	4,627		203		5,560	
1417	Keokuk & Wn. R. R.	98,986	2.646	12,640	8,100	122,361	.59984
1418	Kickapoo Vy. & Nn. Ry. [8]	3,932	2.951	976	89	4,997	.93909
1420	L. Sup. Term. & Tr. Ry.					755	
1421	La Salle & Bureau Co. R. R. [9]						
1197	Louisv. & Nashv. R. R. [10] [Line north of Ohio Riv.]	348,604	2.489	43,189	26,598	429,294	1.36177
1424	Mason Cy. & Ft. Dodge R. R.	36,504	2.795	4,016	1,292	42,734	.80361
1425	Milw. & Nn. R. R.	381,147	2.757	39,826	19,731	448,052	.84189
1426	Milw. & Sup. Ry.	1,800		371	123	2,336	

[1] Performs switching service only.
[2] Inserted to show relation of road following.
[3] See page 340, No. 1378, for totals covering entire road.
[4] Inserted to show relation of two roads following.
[5] See page 340, No. 1173, for totals covering entire road.
[6] See page 340, No. 800, for totals covering entire road.
[7] Report for period, June 15 to June 30, 1893.
[8] Report of operations by the United States Construction Company.
[9] Road not in operation.
[10] See page 340, No. 1197, for totals covering entire road.

EAR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

	10	11	12	13	14	15	16	17	18	
	ING ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.			
	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100 × Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100 × Col. 16 / Col. 25	No.
	Cents.	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	
835	1.229	1,360,835	2.96287	88.44	.....	9,946	1,538,756	2.452	99.44	1360
410	2.844	109,410	2.26152	48.37	340	3,163	226,188	1.658	100.00	1361
876	1.801	51,876	1.27344	57.42	18	1,264	90,363	1.502	100.00	1364
648	4.461	47,648	2.03625	67.08	.....	.....	71,032	1.774	100.00	1366
467	1.377	1,509,508	1.58503	66.72	4,609	10,439	2,248,629	1.298	99.71	1367
312	.....	150,312	.....	100.00	.....	.....	150,312	.....	100.00	1370
064	.684	878,064	1.49548	94.35	.....	26,706	920,032	1.533	100.00	1371
										780
003	1.197	561,003	1.59944	66.13	36,604	3,347	848,417	1.315	99.72	1372
345	1.156	27,345	.71870	58.78	.....	.....	46,525	.847	100.00	1375
802	1.511	124,802	2.29520	83.36	.....	9,227	149,693	1.892	100.00	1376
218	.877	47,218	1.66288	85.32	.....	.....	55,334	1.033	94.87	1377
412	1.240	8,619,248	3.54940	77.42	202,031	39,951	11,132,160	2.921	91.92	1378
										1380
147	2.802	56,108	2.54772	88.32	.....	36	63,528	2.346	100.00	1381
289	1.488	386,370	2.68420	77.24	4	214	500,229	2.001	100.00	1382
789	.770	1,244,515	3.59638	90.68	11,787	17,977	1,372,497	2.963	90.18	1383
.....	.....	.....	.....	.....	.....	20,350	20,350	.....	100.00	1384
344	1.041	356,344	1.47888	73.94	.....	5,165	481,934	.888	100.00	1386
260	1.790	47,769	1.28152	74.58	503	.....	64,048	1.082	100.00	1388
795	.725	1,867,795	1.04239	61.22	11,721	329,526	3,051,061	1.136	99.04	1389
825	1.438	99,825	1.08196	69.57	.....	1,434	143,484	.876	99.82	1392
007	.814	8,965,540	1.28312	61.34	.....	691,402	14,617,864	1.230	90.61	1173
547	.927	759,586	1.52936	97.04	1,077	166	782,840	1.519	100.00	1402
907	1.235	158,480	1.63528	62.75	.....	.....	252,465	1.044	100.00	800
186	.911	1,545,895	1.28155	79.58	.....	1,968	1,942,564	1.106	99.27	1404
557	1.747	28,557	2.39424	87.55	.....	[1] 42	32,619	2.051	100.00	1407
779	3.383	18,779	2.49980	87.33	.....	.....	21,502	2.147	100.00	1408
.....	.....	.....	.....	.....	67,170	.....	67,170	.....	100.00	1414
500	6.283	505	.52085	48.95	.....	.....	1,032	.798	100.00	1415
306	.....	26,306	.....	55.85	.....	15,238	47,104	.....	100.00	1416
328	1.779	236,328	2.45575	58.41	32,724	13,236	404,649	1.348	100.00	1417
727	3.274	8,727	.54669	63.59	.....	.....	13,724	.645	100.00	1418
.....	.....	14,207	.....	12.47	85,291	13,672	113,925	.....	100.00	1420
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1421
276	.870	888,276	1.58425	67.09	.....	6,090	1,320,660	1.511	100.00	1197
766	3.355	97,766	2.01666	69.59	.....	.....	140,500	1.382	100.00	1424
152	1.345	1,328,152	1.62901	74.59	.....	4,454	1,780,658	1.321	99.98	1425
220	.....	29,820	.....	92.66	.....	27	32,183	.....	97.80	1426

[1] Debit item.

GROUP VI. TABLE III.—EARNINGS AND INCOME

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7
	Abbreviated name of road.	EARNINGS ARISING FROM PASSENGER SERVICE.					
		Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1427	Milw., Bay V. & Chic. R. R.						
1428	Milw., L. Shore & Wn. Ry	657,323	2.557	70,362	53,899	789,109	.80697
1430	Minneap. & St. L. Ry	410,995	2.426	49,819	25,650	494,491	1.07886
1431	Wis., Minn. & Pac. Ry	61,794	2.889	16,166	8,550	88,575	.65943
1432	Minneap. En. Ry						
1433	Minneap., St. P. & S. S. Marie Ry.	595,376	2.177	84,856	12,790	729,620	.68453
1228	Mobile & Ohio R. R.[1] [Line north of Cairo, Ill.]	139,109	2.247	23,180	25,218	191,219	.99054
1436	Mo., Kans. & En. Ry.[2]						
1438	Nn. Pac. R. R.[3] [Line east of Montana.]	2,291,743	2.414	230,062	151,371	2,754,197	1.52542
1451	Wis. Cent. Co. (lessee)	1,348,999	2.168	87,022	84,504	1,604,553	1.06536
1453	Chic. & Nn. Pac. R. R	151,526				154,159	
870	Ohio & Miss. Ry.[4] [Line west of Vincennes, Ind.]	699,957	2.056	102,332	62,250	882,062	1.15169
1457	Om. & St. L. Ry	115,985	2.474	30,267	8,736	156,898	1.45368
1458	Pawnee R. R.	2,817	2.087	240	300	3,358	.75364
872	Pennsylvania Co.:[5]						
1460	E. St. L. & Carondelet Ry						
1463	Port Edw., Centralia & Nn. Ry.	9,486			205	9,847	
1464	Prairie du C. & McG. Ry						
1465	Quin., Om. & Kans. Cy. Ry	74,912	2.547	10,568	6,356	91,836	1.05126
1466	Rock I. & Peoria Ry	127,970	2.563	10,111	6,000	145,662	1.12122
1470	St. L., Alt. & T. Haute R. R.	289,164	2.479	27,153	25,000	342,883	1.11888
1481	St. L., Indpls. & En. R. R.	18,587	2.706	5,400	441	24,428	.43838
1482	St. L., Keokuk & N. Wn. R. R.	372,439	2.257	38,306	21,750	440,433	.95498
1483	St. P. & Duluth R. R.	498,719	2.301	21,152	22,500	590,004	1.01364
1489	St. P. Un. Depot Co.	130,665				133,635	
1490	Sioux Cy. & Nn. R. R	39,379	2.309	6,920	689	47,673	.54446
1492	Sioux Falls Term. R. R.						
1496	Tabor & Nn. Ry	3,300	3.925	404	182	3,886	.36315
919	T. Haute & Indpls. R. R.[6] [Line in Illinois.]	527,252	2.337	205,701	54,275	788,295	.85096
1499	Tol., Peoria & Wn. Ry	273,416	2.483	27,956	30,000	341,934	1.06802
929	Tol., St. L. & Kans. Cy. R. R.[7] [Line in Illinois.]	90,884	2.073	14,336	15,645	123,578	.64979
930	Wabash R. R.[8] [Line west of Danville, Ill.]	2,108,846	2.098	239,828	225,743	2,616,110	.95161
1507	Wabash, Chester & Wn. R. R.	27,232	2.833	4,617	1,363	33,529	.66062
1510	Win. & S. Wn. Ry	24,912		2,932	5,850	35,022	.50539
1511	Win. Brg. Ry					5,469	
1512	Wis. & Chippewa Ry	3,165	4.009			3,165	.84255

[1] See page 340, No. 1228, for totals covering entire road.
[2] Road under const
[3] Figures cover 2,037.70 miles, group portion of whole line; 264.95 miles not in United Stat page 340, No. 1438, for totals covering entire road.
[4] Group figures assigned by this Office. See page 340, No. 870, for totals covering entire road
[5] Inserted to show relation of road following.
[6] See page 340, No. 919, for totals covering entire road.
[7] Group figures assigned by this Office. See page 340, No. 929, for totals covering entire roa
[8] Group figures assigned by this Office. See page 340, No. 930, for totals covering entire roa

EAR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

	10	11	12	13	14	15	16	17	18	
	INGS ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.			
ht ne.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 / Col. 25	No.
rs.	*Cents.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	
					68,394		68,394		100.00	1427
,706	1.149	3,150,706	1.82125	79.58	10,906	9,255	3,959,976	1.462	98.74	1428
,831	1.330	1,455,831	2.10441	70.11	17,114	109,264	2,076,700	1.806	98.91	1430
,445	1.905	215,445	1.80230	69.90	1,723	2,526	308,269	1.207	99.69	1431
					51,600		51,600		100.00	1432
,339	.733	2,727,986	1.54884	78.99		[1] 4,209	890,877	.981	100.00	1433
,299	.795	696,299	1.10690	78.16	3,359		3,453,397	1.383	100.00	1228
										1436
,403	1.253	8,155,677	2.23432	72.43	119,698	230,389	11,259,961	2.064	91.70	1438
.962	.922	3,995,417	1.50382	70.95	25,623	5,601	5,631,194	1.353	99.84	1451
					121,972	1,092,268	1,368,399		95.40	1453
,865	1.134	1,315,865	1.57999	59.87			2,197,927	1.375	100.00	870
234	.633	451,234	1.08196	74.16		336	608,468	1.159	92.09	1457
487	6.875	7,487	.56020	69.04			10,845	.609	100.00	1458
										872
					94,718	16,075	110,793		99.93	1460
110		27,110		73.36			36,957		100.00	1463
							[2] 64,031		100.00	1464
289	3.149	185,289	1.17037	66.34		2,154	279,259	1.137	100.00	1465
492	1.345	535,492	2.16827	78.45	503	1,063	682,720	1.811	98.30	1466
058	.950	1,215,058	2.29451	75.02	7,837	53,747	1,619,525	1.937	79.02	1470
336	1.237	74,336	1.19607	75.26			98,764	.838	100.00	1481
754	.953	1,289,754	2.12540	72.98	20,149	16,933	1,767,266	1.655	100.00	1482
041	.962	1,512,041	2.59382	71.28		19,506	2,121,551	1.821	90.63	1488
120		12,120		7.55		14,790	160,545		100.00	1489
658	2.146	343,658	4.91094	86.15	3,245	4,346	398,922	2.532	95.72	1490
										1492
179	.136	6,179	.50483	61.40			10,065	.439	92.38	1496
584	.844	1,458,584	1.35007	64.76		5,606	2,252,485	1.122	100.00	919
729	1.422	587,474	1.20971	59.61		56,224	985,632	1.222	95.42	1499
223	.611	589,223	1.32266	82.66			712,811	1.121	100.00	929
23	.810	6,022,731	1.32274	68.75		122,387	8,761,228	1.200	97.52	930
63	2.309	60,963	1.39337	64.52			94,492	1.000	100.00	1507
32		125,632	1.81658	77.33	1,818	3	162,475	1.175	100.00	1510
		23,169		80.90			28,638		100.00	1511
89	6.877	5,389	.44965	63.02			8,554	.543	100.00	1512

[1] Debit item.

[2] Unclassified.

GROUP VII. TABLE III.—EARNINGS AND INCOM

A.—*Earnings from Operation*—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.	Pr t to e in
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	P
	Total—Group VII	9,621,552	2.458	1,852,276	840,818	12,584,858	1.12102	
1323	Chic. & N. Wn. Ry.: [1]							
1514	Frem., Elk. & Mo. Vy. R. R.	740,839	2.835	143,173	84,319	984,641	.98709	
1333	Chic., Burl. & Quin. R. R. [2] [Line west of Missouri Riv.]	3,089,889	2.492	407,084	304,556	3,853,082	1.04012	
1348	Chic., St. P., Minneap. & Om. Ry. [3] [Line west of Missouri Riv.]	231,301	2.214	19,081	12,195	267,535	.96044	
1516	Gt. Falls & Can. Ry.....	13,978	5.943	484	698	15,160	.06766	
1378	Gt. Nn. Ry. [4]..... [Line west of Minot, N. Dak.]	318,904	2.710	79,386	44,026	477,044	.67830	
1517	Mont. Cent. Ry.....	294,869	4.851	21,851	15,332	340,616	1.86923	
1518	Kear. & Black H. Ry.....	21,893	2.915	3,330	1,021	26,603	.51507	
1438	Nn. Pac. R. R. [5]..... [Line in Idaho and Montana.]	1,545,259	2.584	194,348	112,867	1,927,828	1.63314	
1527	Sioux Cy., O'Neill & Wn. Ry.	29,873	2.723	8,417	1,746	40,507	.48364	
1529	Un. Pac. Ry. [6]..... [Union and Cheyenne Divisions.]	2,630,822	2.080	878,448	228,038	3,800,383	1.35771	
1530	Lar., N. Park & Pac. R. R. & Tel. Co. [7]							
1531	Brighton & Bould. Brh. R. R.	503	3.484	947	.....	1,473	.30949	
1532	Carb. Cut Off Ry.....	946	3.886	.....	.....	962	.2e675	
1533	Mont. Un. Ry.....	188,945	3.681	6,788	8,674	205,252	1.53434	
1535	Om. & Repub. Vy. Ry....	307,007	2.551	47,516	9,720	372,372	.63510	
1536	St. Joe. & Gr. I. R. R.....	182,094	2.759	26,686	15,752	229,733	.99617	
1537	Kans. Cy. & Om. R. R...	24,430	2.790	14,737	1,874	41,667	.66624	

[1] Inserted to show relation of road following.
[2] See page 340, No. 1333, for totals covering entire road.
[3] See page 340, No. 1348, for totals covering entire road.
[4] See page 340, No. 1378, for totals covering entire road.
[5] See page 340, No. 1438, for totals covering entire road.
[6] See page 340, No. 1529, for totals covering entire road.
[7] Report for six months ending December 31, 1892.

EAR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

	10	11	12	13	14	15	16	17	18	
	ERS ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.			
ht se.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100 × Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100 × Col. 16 / Col. 25	No.
rs.	*Cents.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	
.365	1.212	33,914,986	1.85589	71.56	848,816	548,813	47,397,473	1.573	89.76	
										1323
.366	1.578	2,493,896	1.38633	69.45	100,764	11,664	3,590,965	1.284	100.00	1514
.794	1.325	8,915,458	1.82741	69.05	50,813	93,770	12,913,123	1.504	95.82	1333
.951	.933	650,110	1.45746	68.11	[1] 23,597	60,617	954,665	1.317	98.67	1348
032	1.131	63,032	.09378	78.00	.....	2,604	80,796	.090	100.00	1516
394	1.199	1,923,701	1.81377	79.16	25,567	3,620	2,429,932	1.378	100.00	1378
893	1.601	810,231	2.85734	70.00	5,954	735	1,157,536	2.485	99.83	1517
285	3.737	103,285	3.41449	78.07	1,611	793	132,292	1.615	99.75	1518
911	1.159	4,847,819	1.53280	70.88	46,272	17,826	6,839,745	1.575	93.23	1438
772	3.480	143,272	4.83856	73.75	.....	10,509	194,288	1.664	96.93	1527
266	1.040	11,223,926	2.13441	72.77	129,214	269,140	15,422,663	1.914	89.25	1529
20	1.659	120	.48437	100.00	.....	.....	120	.484	100.00	1530
82	1.265	22,482	1.59428	93.02	.....	215	24,170	1.282	100.00	1531
94	.773	34,294	2.51057	97.12	.....	54	35,310	2.089	100.00	1532
00	1.849	717,195	3.14649	77.15	.....	7,219	929,666	2.570	99.72	1533
22	1.844	997,322	2.38424	71.54	.....	24,134	1,393,828	1.387	100.00	1535
18	1.233	833,018	1.64409	75.49	.....	40,905	1,103,656	1.497	94.78	1536
25	1.444	135,825	1.27012	69.75	12,218	5,008	194,718	1.149	62.19	1537

[1] Debit item.

GROUP VIII. TABLE III.—EARNINGS AND INCOME

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7
	Abbreviated name of road.	EARNINGS ARISING FROM PASSENGER SERVICE.					
		Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Total—Group VIII...	20,768,162	2.249	2,803,612	2,883,041	26,329,329	.97877
1588	Ark. & La. Ry	10,917	4.580	1,910	2,617	15,929	.78784
1295	Atch., Top. & S. Fé R. R. [1] [Line west of Kansas City, Mo.]	4,762,423	2.158	552,323	612,516	6,073,855	1.07678
1544	Atl. & Pac. R. R. [2] [Central Division.]	28,285	4.327	10,034	7,421	46,541	.98531
1545	Colo. Midl. Ry	331,314	2.656	26,022	45,743	405,382	.82942
1548	Manh., Al. & Bgame. Ry	9,766	2.763	2,680	3,812	16,464	1.58697
1549	St. L. & San Fran. Ry	1,415,509	2.401	181,009	192,112	1,822,648	1.01015
1559	St. L., Kans. Cy. & Colo. R. R.	34,390	1.918	2,884	3,706	41,149	.47281
1560	Wich. & Wn. Ry	42,609	2.724	8,213	4,764	56,388	.75436
1344	Chic., Rock I. & Pac. Ry. [3] [Line west of Missouri Riv.]	1,918,296	2.023	189,152	80,561	2,291,655	.71182
1564	Choctaw Coal & Ry. Co	62,703	3.062	2,519	2,045	67,267	1.28311
1566	Crystal Ry	2,412	4.286			2,412	.73410
1569	Denison & Washita Vy. Ry.	1,253	3.000			1,253	
1570	Denver & Rio G. R. R.	1,756,770	2.228	168,955	436,047	2,389,487	1.15018
1573	Denver, Lakewood & Golden R. R.	22,915	3.737		2,855	25,770	.47088
1575	Dodge Cy., Montez. & Trin. Ry.	277	3.000	597		874	1.00375
1576	Eureka Spgs. Ry	31,042	7.419	1,454	1,333	41,103	2.12407
1583	Hutchinson & Sn. R. R	23,180	3.000	3,917	1,338	28,435	.54162
1585	Kans. Cy. Belt Ry						
1586	Kans. Cy., Ft. Scott & Memph. R. R.	890,552	2.129	94,577	73,109	1,071,464	.91137
1587	Current Riv. R. R.	18,981	3.240	3,998	681	24,154	.46692
1589	Kans. Cy., Clinton & Springf. Ry.	86,060	2.573	13,644	5,400	106,987	.91628
1592	Kans. Cy., Pittsb. & Gulf R. R. [4]	11,642		939	1,124	13,705	
1597	Little Rock & Memph. R. R.	122,326		16,675	8,671	147,672	.74812
1598	La., Ark. & Mo. R. R. [5]						
1600	Manitou & Pike's Peak Ry.	74,050	24.076			74,050	9.14281
1602	Miss. Riv. & Bonne. T. Ry	33,437	3.849	2,151	2,240	38,090	.52178
1604	Mo., Kans. & Tex. Ry [6] [Line north of Denison, Tex.]	954,222	2.690	194,974	81,280	1,230,476	1.05232
1606	Mo. Pac. Ry	2,674,679	2.111	565,355	253,705	3,493,739	.88730
1620	Cent. Brh. Un. Pac. R. R	200,057	2.733	44,932	20,402	265,391	.87121
1623	Kans. Cy., Wyand. & N. Wn. R. R.	93,367		10,229	4,572	109,213	
1626	Kans. Cy. & Beatrice R. R.	4,179		2,460	778	7,479	
1627	St. L., Iron Mtn. & Sn. Ry.	2,175,541	2.441	287,980	257,962	2,721,483	1.00214
1632	Bellevue Vy. R. R [7]						
1633	Sedalia, Warsaw & S. Wn. Ry.	11,123	3.661	2,508	432	14,063	2.04165
1634	Mo. Sn. R. R.	487	2.499			487	
1635	Mo. S. Ex. Ry						

[1] Group figures assigned by this Office. See page 340, No. 1295, for totals covering entire
[2] See page 340, No. 1544, for totals covering entire road.
[3] See page 340, No. 1344, for totals covering entire road.
[4] Report for six months ending June 30, 1893.
[5] Road not in operation.
[6] See page 340, No. 1604, for totals covering entire road.
[7] No report of operations.

EAR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation.*

	10	11	12	13	14	15	16	17	18	
	INES ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.			
ht ge.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100 × Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100 × Col. 16 / Col. 25	No.
rs.	*Cents.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	
,992	1.098	76,787,838	1.57908	71.76	1,651,229	2,240,747	107,009,143	1.412	93.92	
.567	14.655	29,567	2.54203	57.40	217	5,797	51,510	1.617	96.06	1538
,021	1.098	16,740,242	1.47110	72.50	110,630	166,244	23,090,971	1.357	92.74	1295
.512	1.291	114,512	.82418	71.02	.....	166	161,219	.866	100.00	1544
.974	2.376	1,688,452	2.19529	80.42	.....	5,849	2,099,683	1.669	100.00	1545
.857	1.789	20,882	.67238	52.37	2,053	479	39,878	.962	100.00	1548
.540	1.206	5,407,540	1.33393	71.70	135,320	177,150	7,542,658	1.288	97.90	1549
.118	1.416	51,118	1.80860	55.13	.....	472	92,739	.804	100.00	1559
.290	2.039	113,407	1.31032	63.78	5,912	2,113	177,820	1.102	100.00	1560
.053	1.154	4,078,053	1.08548	62.69	72,929	63,801	6,506,438	.933	96.68	1344
.642	2.076	106,642	1.56410	45.34	59,550	1,721	235,180	1.950	74.42	1564
.729	5.754	13,729	1.39246	85.06	.....	.....	16,141	1.228	100.00	1566
.830	1.173	30,830	3.42555	86.69	3,297	185	35,565	3.952	100.00	1569
.578	1.761	6,569,693	2.30758	70.62	30,015	314,052	9,303,247	1.889	99.06	1570
.172	5.493	16,172	2.15622	38.56	.....	.....	41,942	.674	100.00	1573
.907	.....	4,907	1.87729	84.87	.....	.....	5,751	1.659	100.00	1575
.074	8.283	47,144	4.48645	53.43	.....	.....	88,247	2.955	100.00	1576
.479	.....	46,479	.74247	60.98	498	799	76,211	.662	100.00	1583
.807	.....	143,807	.....	56.22	.....	112,038	255,845	.....	100.00	1585
.013	.716	3,787,013	1.32352	74.74	137,112	70,563	5,066,152	1.255	99.35	1586
.042	1.416	170,042	1.67709	85.62	1,591	2,808	198,595	1.297	100.00	1587
.495	1.640	216,495	1.70186	61.58	6,435	21,643	351,560	1.441	100.00	1589
.094	.....	44,094	.....	76.30	.....	.....	57,799	.....	100.00	1592
.968	.....	250,968	2.67118	62.71	.....	1,590	400,230	1.374	100.00	1597
										1598
283	.....	283	.....	.36	.....	4,235	78,568	9.701	59.99	1600
.709	2.717	98,236	2.13630	62.58	5,475	15,176	156,977	1.819	100.00	1602
.034	1.150	5,068,034	1.56385	79.17	.....	104,499	6,403,009	1.452	100.00	1604
.364	.893	9,913,364	1.54994	68.12	661,281	485,388	14,553,772	1.408	96.64	1606
.739	1.349	957,739	1.32289	76.52	12,814	15,540	1,251,484	1.217	99.97	1620
.320	.....	203,320	.....	56.42	7,720	40,135	360,388	.....	97.83	1623
.622	.....	6,622	.....	46.95	.....	5	14,106	.....	100.00	1626
.840	.938	9,338,840	1.72415	75.30	150,792	192,015	12,402,530	1.525	99.70	1627
										1632
.516	3.619	28,516	1.12865	62.52	6	32	37,617	1.357	100.00	1633
.240	4.042	20,240	.....	97.65	.....	.....	20,727	1.085	100.00	1634
880	16.000	880	6.28571	100.00	.....	.....	880	6.286	100.00	1635

GROUP VIII. TABLE III.—EARNINGS AND INCO

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7
		EARNINGS ARISING FROM PASSENGER SERVICE.					
	Abbreviated name of road.	Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1636	Montg. & Wn. R. R.[1]						
1639	Pine Bluff & En. R. R.	4,031	5.581	1,583		5,614	1.6986
1644	St. L. S. Wn. Ry.	455,618	2.428	57,675	44,950	562,468	.92370
1649	St. L. Tr. Ry						
1653	Term R. R. Assn. of St. L.	379,156	7.404	25,000	56,992	461,148	
1656	Texarkana & Ft. Smith Ry.[2]	6,780	3.326	409		7,394	
1657	Texarkana & Shrevept. R. R.	4,766		813		5,579	
1658	Ultima T., Arkadel. & Miss. Ry.						
1529	Un. Pac. Ry [3]	1,021,881	1.782	175,948	102,271	1,318,027	1.2113
	[Kansas Div. and Leavenworth Branch.]						
1661	Denver, Leadv. & Gunnison Ry.	149,274	3.835	23,758	12,931	186,929	.95897
1662	Jctn. Cv. & Ft. Kear. Ry.	34,704	2.655	6,668	3,420	46,105	.53311
1663	Kans. Cent. R. R.	20,267	2.746	11,493	3,099	35,803	1.2527
1664	Leav., Top. & S. Wn. Ry.	5,778	2.752	2,036	2,767	10,661	1.4634
1665	Sal. & S. Wn. Ry.	14,569	2.679	1,690	1,500	18,265	.9198
1666	Solomon R. R.	29,999	2.734	4,592	1,860	37,564	.7333
1668	Un. Pac., Denver & Gulf Ry.	782,029	2.706	81,748	43,575	917,342	1.1973
1669	Un. Pac., Linc. & Colo. Ry.	33,308	2.790	15,505	600	50,457	1.2312
1670	White & Black Riv. Vy. Ry.	16,238		2,603	1,850	20,908	.3928

[1] Road not in operation.
[2] Report for seven months ending June 30, 1893.
[3] See page 340, No. 1529, for totals covering entire road.

HE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 / Col. 25	No.
Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	
										1636
6,951	14.272	7,239	.69200	56.32			12,853	.921	56.24	1639
2,621,975	1.076	2,621,975	1.99991	81.06	6,709	43,578	3,234,730	1.663	88.61	1644
114,117		114,117		100.00			114,117		100.00	1649
1,063,458	8.073	1,063,458		59.11	109,286	165,369	1,799,261		88.81	1653
26,792		26,792		78.38			34,186		100.00	1656
28,599		28,599		83.68			34,178		100.00	1657
										1658
2,808,333	1.004	2,808,333	2.06834	65.00	68,200	126,817	4,321,377	1.767	89.67	1529
805,233	2.889	805,233	2.16256	80.57	3,619	3,740	999,521	1,762	100.00	1661
113,608	2.811	113,608	2.45194	70.28		1,933	161,646	1.217	100.00	1662
133,105	2.519	133,105	1.60246	76.94	484	3,568	172,960	1.549	100.00	1663
7,746	4.214	7,746	.35798	26.52	10,218	585	29,210	1.010	100.00	1664
44,157	4.169	44,157	2.59820	69.35	786	461	63,669	1.728	100.00	1665
129,073	3.170	129,073	4.47612	76.88		1,236	167,873	2.097	100.00	1666
3,237,218	1.298	3,237,218	1.79371	77.34		30,283	4,184,843	1.628	89.56	1668
273,002	2.248	273,002	2.22587	64.03	48,880	54,020	426,359	2.606	95.92	1669
51,321		51,321	2.76992	66.75		4,662	76,891	1.111	100.00	1670

GROUP IX. TABLE III.—EARNINGS AND INCO

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7
		EARNINGS ARISING FROM PASSENGER SERVICE.					
	Abbreviated name of road.	Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Total—Group IX	8,366,946	2.413	974,493	767,528	10,273,837	1.01218
1295	Atch., Top. & S. Fé R. R.:[1]						
1675	Gulf, Colo. & S. Fé Ry	955,325	2.457	86,536	117,381	1,170,976	1.08338
1677	Austin & N. Wn. R. R	58,865	3.007	6,829	2,479	69,992	.86344
1680	Chic., Rock I. & Tex. Ry.[2]..	5,525	3.529	730	.....	6,255	.....
1686	Ft. Wor. & Rio G. Ry	93,051	2.631	8,004	6,814	108,994	.99466
1687	Galv. & Wn. Ry	546	.962	.....	.....	546	.98554
1689	Hearne & Brazos Vy. R. R..	6,820	.....	663	.....	7,502	1.02709
1690	Houston & Tex. Cent. R.R.[3].	170,944	2.795	18,251	16,320	210,671	1.27284
1692	Cent. Tex. & N. Wn. Ry...	13,597	2.678	1,024	1,200	16,058	.58051
1693	Houston Belt & Magnolia Park Ry.	4,302	.....	.....	.....	4,302	.....
1694	Houston E. & W. Tex. Ry...	78,077	.....	13,653	10,409	105,435	.75019
1695	Houston & Shrevept. R. R.	14,587	.....	2,925	2,191	20,003	.68502
1697	Internat. & Gt. Nn. R. R	864,057	2.623	123,037	80,421	1,067,515	1.10974
1698	Galv., Houston & Hend. R. R. of 1882.	89,151	1.880	7,327	15,597	112,075	.83405
1699	Kans. Cy., Watkins & Gulf Ry.[4]	14,817	2.940	2,581	255	17,751	.....
1708	Minden R. R. & Compress Co.[2]	3,497	9.311	256	480	4,832	2.28261
1604	Mo., Kans. & Tex. Ry.[5] .... [Line south of Denison, Tex.]	942,766	2.801	77,992	75,316	1,096,074	1.09231
1712	N. O. & N. Wn. Ry.....	19,482	4.051	2,412	909	23,203	1.94787
1719	Paris, Marsh. & Sab. Pass Ry.	1,427	.....	.....	.....	1,427	.....
1720	Pecos Vy. Ry.....	11,287	3.932	1,085	998	13,552	2.10663
1721	Pecos Riv. R. R.....	11,160	2.880	1,675	1,492	14,535	1.43829
1722	Rio G. R. R.....	2,179	2.272	950	384	3,513	.74549
1723	Rio G. & Eagle Pass Ry	1,469	.....	540	.....	2,009	.....
1725	St. L. S. Wn. Ry. of Tex.....	379,308	2.527	40,066	23,645	447,530	.73906
1726	Tyler S. En. Ry.....	35,489	2.852	5,468	3,406	44,738	.68507
1727	San Ant. & Aransas Pass Ry.	307,929	2.855	41,916	33,015	382,860	.76092
1729	Sherman, Shrevept. & Sn. Ry.[6]	19,320	2.870	3,172	1,750	24,447	.52702
1731	Sn. Pac. Co.[7] [Atlantic System.]	1,681,835	2.370	203,189	151,625	2,137,670	1.19691
1740	Tex. & Pac. Ry	1,858,943	2.603	210,917	164,526	2,257,887	1.13356
1741	Tex. Cent. R. R.....	70,574	3.078	15,269	6,798	93,681	.77834
1742	Tex. Mexican Ry.....	34,493	3.002	7,733	4,984	47,424	1.50333
1743	Tex. Midl. R. R.[8].....	3,098	.....	.....	509	3,607	.....
1744	Tex., Sab. Vy. & N. Wn. Ry.	7,049	3.211	1,682	.....	8,770	1.29432
1747	Tex. Trunk R. R.....	10,694	2.791	2,632	600	14,017	1.61435
1529	Un. Pac. Ry.:[9]						
1668	Un. Pac., Denver & Gulf Ry.:[1]						
1749	Ft. Wor. & Denver Cy. Ry.	410,853	2.592	59,826	31,880	507,907	1.21256
1752	Velasco Term. Ry.....	6,180	2.605	645	873	7,698	.60139
1753	Vicksb., Shrevept. & Pac. R. R.	157,062	2.675	21,785	9,753	192,609	1.38584
1755	Weatherf., Minl. Wells & N. Wn. Ry.	10,948	2.687	1,306	802	13,161	1.65394
1756	Wich. Vy. Ry.....	10,240	2.736	2,417	716	13,531	1.32656

[1] Inserted to show relation of road following.
[2] Report for three months ending June 30, 1893.
[3] See page 340, No. 1604, for totals covering entire road.
[4] Report for nine months ending June
[5] Report for period, January 22 to June
[6] Report for five months ending June
[7] See page 340, No. 1731, for totals covering entire road.
[8] Report for period, Feb. 25 to June 30,
[9] Inserted to show relation of two roads following.

YEAR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

	10	11	12	13	14	15	16	17	18	
	EARNINGS ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.			
ight nue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 / Col. 25	No.
ers.	*Cents.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	
5, 402	1. 128	31, 164, 193	1. 57715	74. 20	91, 748	465, 871	41, 995, 649	1. 404	89. 17	
										1295
1, 014	1. 360	4, 116, 687	1. 44265	77. 37	9, 549	23, 787	5, 320, 999	1. 335	100. 00	1675
3, 339	.....	193, 339	1. 95218	71. 70	4, 581	2, 565	269, 577	1. 327	100. 00	1677
9, 709	2. 412	29, 709	.....	82. 61	.....	.....	35, 964	.....	100. 00	1680
6, 544	2. 263	296, 544	1. 48407	73. 14	.....	.....	405, 538	1. 311	100. 00	1686
1, 069	5. 492	1, 069	. 21451	10. 24	.....	8, 845	10, 460	1. 888	99. 17	1687
7, 111	.....	17, 111	. 78131	69. 54	.....	.....	24, 613	. 843	100. 00	1689
1, 233	1. 506	531, 233	.....	71. 52	.....	923	742, 827	.....	55. 53	1690
8, 464	3. 963	78, 464	3. 88676	79. 50	4, 177	.....	98, 699	2. 063	99. 65	1692
.....	.....	.....	.....	.....	664	1, 661	6, 627	.....	100. 00	1693
5, 483	.....	335. 483	1. 75020	75. 23	.....	4, 934	445, 852	1. 342	97. 44	1694
9, 983	.....	59, 983	2. 19552	74. 04	.....	1, 027	81, 013	1. 433	100. 00	1595
6, 714	1. 234	2, 893, 153	1. 71580	72. 96	.....	4, 687	3, 965, 355	1. 494	99. 77	1697
2, 984	1. 805	449, 117	5. 03929	80. 03	.....	.....	561, 192	2. 511	99. 99	1698
9, 272	1. 210	39, 272	.....	68. 37	392	43	57, 458	.....	99. 57	1699
9, 212	27. 348	9, 266	1. 45891	65. 62	.....	24	14, 122	1. 668	100. 00	1708
08, 323	. 901	2, 808, 323	1. 27230	70. 47	.....	80, 786	3, 985, 183	1. 241	100. 00	1604
40, 942	6. 066	40, 942	. 98637	63. 83	.....	.....	64, 145	1. 201	81. 26	1712
15, 440	.....	15, 440	.....	91. 55	.....	.....	16, 867	.....	100. 00	1719
37, 050	5. 777	37, 050	1. 92159	73. 22	.....	.....	50, 602	1. 968	92. 64	1720
57, 497	5. 332	57, 497	1. 88063	79. 82	.....	.....	72, 032	1. 767	99. 96	1721
50, 232	15. 947	50, 232	3. 55310	93. 18	.....	161	53, 906	2. 860	100. 00	1722
11, 037	.....	11, 037	.....	83. 38	.....	189	13, 235	.....	91. 94	1723
81, 267	1. 581	1, 281, 267	1. 59530	73. 20	10, 427	11, 344	1, 750, 568	1. 243	99. 46	1725
85, 073	1. 863	85, 073	1. 32510	65. 07	.....	966	130, 782	1. 011	99. 50	1726
498, 605	1. 754	1, 498, 605	1. 73305	79. 13	.....	12, 155	1, 893, 620	1. 384	100. 00	1727
76, 806	2. 004	76, 806	1. 56441	74. 39	.....	1, 996	103, 249	1. 081	96. 30	1729
036, 497	1. 042	9, 036, 497	1. 89316	79. 08	43, 865	209, 100	11, 427, 132	1. 742	95. 67	1731
069, 121	1. 135	5, 069, 562	1. 65610	68. 68	.....	54, 645	7, 382, 074	1. 461	97. 72	1740
239, 976	3. 980	239, 976	2. 24637	71. 09	3, 222	650	337, 529	1. 486	100. 00	1741
131, 587	1. 817	131, 587	1. 31523	71. 90	.....	4, 063	183, 074	1. 391	100. 00	1742
7, 164	.....	7, 164	.....	66. 52	.....	.....	10, 771	.....	100. 00	1743
46, 961	4. 924	46, 961	2. 30994	84. 26	.....	.....	55, 731	2. 056	99. 57	1744
45, 742	6. 783	45, 793	1. 54511	75. 78	614	.....	60, 424	1. 577	99. 78	1747
										1529
										1668
1, 158, 092	1. 340	1, 158, 092	1. 40583	69. 08	[1] 3, 102	13, 757	1, 676, 654	1. 349	98. 94	1749
29, 057	2. 063	29, 057	2. 28223	76. 06	.....	1, 448	38, 203	1. 496	100. 00	1752
313, 417	2. 320	313, 417	2. 51237	57. 31	16, 510	24, 054	546, 590	2. 073	97. 47	1753
22, 698	5. 446	23, 698	. 99270	61. 43	849	861	38, 569	1. 212	100. 00	1755
49, 682	4. 506	49, 682	1. 62354	77. 14	.....	1, 200	64, 413	1. 579	97. 48	1756

[1] Debit item.

GROUP X. TABLE III.—EARNINGS AND INCOME F

A.—*Earnings from Operation*—Continued.

No.	1	2	3	4	5	6	7	8
	Abbreviated name of road.	EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.	Proportion to total earnings 100 × Col. 5 / Col. 1
	Total—Group X.....	*Dollars.* 19,323,212	*Cents.* 2.298	*Dollars.* 1,841,500	*Dollars.* 1,083,307	*Dollars.* 23,058,071	*Dollars.* 1.48911	*Per c* 35.
1758	Arcata & Mad Riv. R. R ...	18,446	.....	1,357	144	25,327	4.87715	22.
1759	Ariz. & New Mex. Ry.....	10,373	7.053	2,862	653	13,888	1.02878	7.
1760	Ariz. & S. En. R. R.....	8,272	5.931	1,554	1,797	11,658	1.64383	9.
1295	Atch., Top. & S. Fé R. R.:[1]							
1544	Atl. & Pac. R. R.[2]..... [Western and California Divisions]	777,444	1.995	116,815	144,629	1,047,900	.90857	30.
1762	New Mex. & Ariz. R. R...	30,704	6.021	6,360	3,773	41,771	2.58962	21.
1768	Sn. Cal. Ry	906,236	2.579	56,894	40,975	1,035,725	1.12121	45.
1768	Buckspt. & Elk Riv. R. R...	481	2.382	.....	.....	481	.40267	1.
1771	Carson & Colo. Ry.....	40,885	5.856	14,827	3,220	60,353	1.50789	28.
1776	Colusa & L. R. R.....	12,245	.....	951	480	13,676	.....	53.
1777	Coos Bay, Roseb. & En. R. R. & Nav. Co.[3]	.....	.....	.....	.....	.....	.....	.....
1781	Eureka & Palisade R. R....	10,420	9.348	2,606	2,173	15,399	2.34270	15.
1787	Gt. Salt L. & Hot Spgs. Ry.[4]	.....	.....	.....	.....	.....	.....	.....
1791	Ilwaco Ry. & Nav. Co.....	9,538	.....	.....	.....	9,538	.....	49.
1797	Los Ang. Term. Ry.[5].....	53,829	.....	210	.....	54,039	.52859	62.
1799	Maricopa & Phœnix R. R...	36,770	6.448	2,281	1,617	41,834	6.67148	25.
1803	Nev.-Cal.-Oregon Ry.[6]....	10,738	4.248	2,543	528	13,916	2.19436	38.
	Nev.-Cal.-Oregon Ry.[4]....	8,125	4.384	2,543	468	11,205	1.76422	36.
1438	Nn. Pac. R. R.[7]..... [Line west of Idaho.]	1,824,409	3.054	113,718	102,489	2,110,423	1.64188	34.
1816	Seattle, L. Shore & En. Ry.	146,378	3.460	10,801	2,891	163,420	1.07194	34.
1817	N. Pac. Coast R. R.....	103,281	1.355	3,334	9,934	120,551	1.07332	60.
1759	Oregon & Wash. T. R. R. [8]..	15,589	4.385	2,435	947	19,202	.76784	18.
1833	Rio G. Wn. Ry.....	660,884	1.997	39,006	77,683	778,052	1.09402	31.
1839	Salt L. & Los Ang. Ry.....	10,869	.....	.....	.....	10,869	2.00128	100.
1841	San Fran. & N. Pac. Ry.....	431,501	2.092	17,391	16,764	468,845	1.84261	53.
1851	Sierra Vy. & Mohawk R. R.[3]	.....	.....	.....	.....	.....	.....	.....
1852	Silv. Cy. & Nn. R. R	537	5.000	.....	.....	537	.10963	4.
1731	Sn. Pac. Co.[9]..... [Pacific System.]	11,410,431	2.141	972,060	457,565	13,465,159	1.68909	37.
1867	Sumpter Vy. Ry.[5].....	2,406	.....	318	.....	2,724	.....	23.
1529	Un. Pac. Ry.:[1]							
1870	Echo & Park Cy. Ry.....	11,548	3.065	1,479	1,500	14,868	.56161	11.
1871	Oregon S. Line & Utah. Nn. Ry.	1,521,659	2.532	282,069	131,935	1,935,822	1.17173	27.
1872	Oregon Ry. & Nav. Co. (lessee.)	1,124,741	3.038	175,466	73,090	1,398,119	1.55383	29.
1881	Utah Cent. Ry.....	.....	.....	.....	.....	.....	.....	.....
1882	Vancouver, Klickitat & Yakima R. R.	266	.....	.....	.....	266	.....	2.
1883	Va. & Truckee R. R.....	70,980	4.700	6,755	5,084	84,778	1.66987	20.
1884	Visalia R. R.[10].....	13,682	.....	295	1,522	15,499	.....	48.
1885	Visalia & Tulare R. R.....	15,485	.....	.....	.....	15,639	.....	99.
1887	Wash. & Col. Riv. Ry.[11]....	24,060	4.647	4,660	1,446	30,588	.75254	24.
1888	Wash. Sn. Ry. (of Wash.)..	.....	.....	.....	.....	.....	.....	.....

[1] Inserted to show relation of three roads following.
[2] See page 340, No. 1544, for totals covering entire road.
[3] Road not in operation. [4] No report of operations.
[5] Report for six months ending June 30, 1893.
[6] Report for six months ending December 31, 1892.
[7] See page 340, No. 1438, for totals covering entire road.
[8] Report of Receiver for period, July 1 to November 4, 1892. Reorganized as Washington and Columbia River Ry., November 4, 1892.
[9] See page 340, No. 1731, for totals covering entire road.
[10] Report for eighteen months ending June 30, 1893.
[11] Report for period, November 4 1892 to June 30, 1893.

THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Earnings from Operation*—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 / Col. 25	No.
Dollars. 41,229,607	*Cents.* 1.507	*Dollars.* 41,344,167	*Dollars.* 2.13354	*Per cent.* 62.86	*Dollars.* 753,401	*Dollars.* 604,035	*Dollars.* 65,759,674	*Dolls.* 1.885	*Per cent.* 76.99	
47,275	.....	57,409	4.37404	60.94	.....	15,468	94,204	5.383	100.00	1758
168,539	11.129	170,286	4.20459	92.46	.....	.....	184,174	3.411	100.00	1759
105,484	9.115	105,484	4.95788	89.42	.....	811	117,953	4.156	100.00	1760
										1295
2,283,432	1.134	2,283,432	1.02985	67.10	54,318	17,177	3,402,827	1.910	99.32	1544
150,546	2.990	150,805	2.83067	76.47	.....	4,637	197,218	2.836	100.00	1762
1,130,179	2.589	1,224,747	2.50453	53.54	8,959	18,239	2,267,670	1.619	99.84	1763
37,265	4.796	37,265	1.55269	98.72	.....	.....	37,746	1.498	100.00	1766
153,056	4.970	153,056	1.24407	71.72	.....	.....	213,409	1.315	100.00	1771
12,118	.....	12,118	.....	46.98	.....	.....	25,974	.....	96.99	1776
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1777
85,068	4.331	85,068	3.96643	83.12	.....	1,875	102,342	3.652	96.11	1781
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1787
9,883	.....	9,883	.....	50.89	.....	.....	19,421	.....	69.44	1791
31,506	.....	31,506	13.56248	36.62	118	464	86,127	.824	69.67	1797
119,589	8.212	120,481	6.40465	74.23	.....	.....	162,315	6.471	98.51	1799
21,905	5.871	22,237	1.16884	60.80	15	406	36,574	1.442	100.00	1803
19,064	4.514	19,229	1.00913	62.25	5	450	30,889	1.216	99.67	
3,832,777	1.276	3,833,852	1.75585	63.52	43,773	47,431	6,035,479	1.740	93.38	1438
293,318	2.084	293,657	2.07282	61.85	.....	17,747	474,824	1.614	100.00	1816
78,370	4.229	78,370	1.39666	39.08	.....	1,629	200,550	1.191	100.00	1817
81,381	3.504	81,572	2.46935	80.24	.....	875	101,649	1.751	100.00	1789
1,710,716	1.696	1,715,545	2.65557	68.72	.....	2,865	2,496,462	1.839	99.06	1833
.....	.....	.....	.....	.....	.....	.....	10,869	2.001	100.00	1839
389,875	4.763	389,875	3.62713	44.49	.....	17,558	876,278	2.421	100.00	1841
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1851
12,637	6.615	12,637	1.32959	95.92	.....	.....	13,174	1.040	100.00	1852
21,558,075	1.545	21,558,075	2.28640	59.94	553,269	390,484	35,966,987	2.067	98.61	1731
8,888	.....	8,888	.....	76.24	.....	46	11,658	.....	100.00	1867
										1529
109,508	4.090	109,508	6.22269	87.48	.....	796	125,172	2.842	100.00	1870
5,084,618	1.144	5,034,618	2.16392	71.46	9,133	35,339	7,044,912	1.759	87.19	1871
3,248,870	1.712	3,248,870	2.72086	68.26	83,811	28,922	4,759,723	2.273	102.04	1872
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1881
12,163	.....	12,163	.....	97.86	.....	.....	12,429	.....	100.00	1882
323,036	9.241	323,036	7.86512	79.22	.....	.....	407,814	4.470	100.00	1883
16,635	.....	16,635	.....	51.76	.....	.....	32,134	.....	100.00	1884
1,606	.....	1,606	.....	9.24	.....	143	17,388	.....	100.00	1885
95,232	3.506	95,281	1.76780	75.29	.....	673	126,542	1.338	100.00	1887
46,973	.....	46,973	.....	100.00	.....	.....	46,973	.....	100.00	1888

TABLE III.—SUPPLEMENT.—EARNINGS AND INCOME

A.—*Earnings from Operation.*

[Showing totalized figures for certain

No.	1	2	3	4	5	6	7	8
	Abbreviated name of road.	EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.	Proportion to total earnings. 100 × Col. 6 / Col. 16
		Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Per ct.*
43	Canadian Pac. Ry. [1]	5,703,661	1.952	483,262	311,089	6,888,657	1.18609	32.73
176	Balt. & Ohio R. R. [2]	6,617,929	1.653	586,879	659,631	8,090,899	.91895	30.80
428	N. Y., L. Erie & Wn. R. R. [3]	5,765,069	1.551	309,617	462,646	6,642,770	.89418	21.68
758	Clev., Cin., Chic. & St. L. Ry. [4]	4,307,371	2.187	443,501	326,493	5,077,365	1.07643	34.62
767	Peoria & En. Ry. [5]	537,767	2.479	68,552	42,536	648,855	.97062	37.28
800	Indpls., Dec. & Wn. Ry. [6]	148,007	2.457	16,568	19,276	187,970	.64891	37.23
806	Kanawha & Mich. Ry. [7]	114,077	2.825	10,360	4,313	130,836	.60354	36.22
868	Norf. & Wn. R. R. [8]	1,900,264	2.459	161,009	131,391	2,192,664	.82809	20.99
870	Ohio & Miss. Ry. [9]	1,405,536	1.950	205,486	125,000	1,771,208	1.10312	41.20
919	T. Haute & Indpls. R. R. [10]	1,081,921	2.336	327,884	91,636	1,503,012	.94410	33.71
929	Tol., St. L. & Kans. Cy. R. R. [11]	290,298	1.929	45,818	50,000	394,946	.61262	18.23
930	Wabash R. R. [12]	3,556,633	2.009	404,705	380,936	4,414,631	.91870	30.62
984	Ches. & Ohio Ry. [13]	2,356,975	1.989	206,281	118,737	2,681,993	1.00489	25.94
1173	Ill. Cent. R. R. [14]	5,151,898	1.999	523,042	400,032	6,235,514	.97528	31.19
1197	Louisv. & Nashv. R. R. [15]	5,199,373	2.432	594,563	460,668	6,375,868	1.18082	28.04
1228	Mobile & Ohio R. R. [16]	475,462	2.332	74,441	68,841	632,567	.72241	20.24
1295	Atch., Top. & S. Fé R. R. [17]	5,784,554	2.124	670,865	743,976	7,377,451	1.08698	26.55
1333	Chic., Burl. & Quin. R. R. [18]	7,682,734	2.178	1,225,337	726,318	9,793,433	1.11404	29.15
1344	Chic., Rock I. & Pac. Ry. [19]	5,836,162	2.095	453,824	348,424	6,912,684	.98719	32.94
1348	Chic., St. P., Minneap. & Om. Ry. [20]	2,135,100	2.548	183,335	107,411	2,472,928	1.16920	26.91
1378	Gt. Nn. Ry. [21]	2,145,293	2.525	309,418	157,655	2,747,973	1.31769	20.26
1438	Nn. Pac. R. R. [22]	5,661,411	2.640	538,129	366,727	6,792,447	1.56877	28.15
1529	Un. Pac. Ry. [23]	3,652,702	1.987	1,054,395	330,309	5,118,411	1.31674	25.93
1295	Atch., Top. & S. Fé R. R.: [24]							
1544	Atl. & Pac. R. R. [25]	805,728	2.034	126,849	152,050	1,094,441	.91159	39.71
1604	Mo., Kans. & Tex. Ry. [26]	1,896,987	2.744	272,967	156,595	2,326,549	1.08080	22.40
1731	Sn. Pac. Co. [27]	13,092,266	2.168	1,175,249	609,190	15,602,830	1.56901	32.93

[1] Lies in Group I and outside the United States; see page 300, No. 43.
[2] Lies in Groups II, III, and IV; see pages 304, 310, and 316, No. 176.
[3] Lies in Groups II and III; see pages 306 and 312, No. 428.
[4] Lies in Groups III and VI; see pages 310 and 324, No. 758.
[5] Lies in Groups III and VI; see pages 310 and 324, No. 767.
[6] Lies in Groups III and VI; see pages 312 and 326, No. 800.
[7] Lies in Groups III and IV; see pages 312 and 316, No. 806.
[8] Lies in Groups III and IV; see pages 312 and 316, No. 868.
[9] Lies in Groups III and VI; see pages 312 and 328, No. 870.
[10] Lies in Groups III and VI; see pages 314 and 328, No. 919.
[11] Lies in Groups III and VI; see pages 314 and 328, No. 929.
[12] Lies in Groups III and VI; see pages 314 and 328, No. 930.
[13] Lies in Groups IV and V; see pages 316 and 320, No. 984.
[14] Lies in Groups V and VI; see pages 320 and 326, No. 1173.
[15] Lies in Groups V and VI; see pages 322 and 326, No. 1197.
[16] Lies in Groups V and VI; see pages 322 and 328, No. 1228.
[17] Lies in Groups VI and VIII; see pages 324 and 332, No. 1295.
[18] Lies in Groups VI and VII; see pages 324 and 330, No. 1333.
[19] Lies in Groups VI and VIII; see pages 324 and 332, No. 1344.
[20] Lies in Groups VI and VII; see pages 324 and 330, No. 1348.
[21] Lies in Groups VI and VII; see pages 326 and 330, No. 1378.
[22] Lies in Groups VI, VII, and X; see pages 328, 330, and 338, No. 1438.
[23] Lies in Groups VII and VIII; see pages 330 and 334, No. 1529.
[24] Inserted to show relation of road following.
[25] Lies in Groups VIII and X; see pages 332 and 338, No. 1544.
[26] Lies in Groups VIII and IX; see pages 332 and 336, No. 1604.
[27] Lies in Groups IX and X; see pages 336 and 338, No. 1731.

FOR THE YEAR ENDING JUNE 30, 1893.

A.—*Earnings from Operation.*

roads lying in more than one group.]

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100 × Col. 11 / Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100 × Col. 16 / Col. 25	No.
Dollars.	*Cents.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Per cent.*	
12,938,185	.843	13,211,414	1.52800	62.78	92,899	853,891	21,046,861	1.486	99.04	43
17,561,997	.652	18,171,083	1.40205	69.20	.....	.....	26,261,982	1.207	93.34	176
23,668,816	.631	23,705,756	1.49977	77.38	48,119	241,434	30,638,079	1.319	97.92	428
9,338,787	.701	9,338,787	1.41388	63.66	.....	252,904	14,669,056	1.296	99.79	758
1,089,662	.666	1,089,662	1.26866	62.60	.....	1,985	1,740,502	1.140	100.00	767
315,815	1.235	316,960	1.63528	62.77	.....	.....	504,930	1.044	100.00	800
212,761	.746	212,784	1.28010	58.91	4,716	12,893	361,229	.943	99.32	806
8,114,681	.516	8,114,681	1.20274	77.68	22,190	105,858	10,445,393	1.112	98.34	868
2,528,079	.919	2,528,079	1.54046	58.80	.....	.....	4,299,287	1.324	100.00	870
2,939,332	.828	2,939,332	1.40044	65.93	.....	16,170	4,458,514	1.208	97.60	919
1,772,128	.462	1,772,128	1.27690	81.77	.....	.....	2,167,074	1.066	100.00	929
9,617,588	.683	9,805,814	1.29562	68.00	.....	199,263	14,419,708	1.165	97.83	930
7,565,511	.511	7,565,511	1.44737	73.17	.....	92,056	10,339,560	1.309	98.14	984
12,781,201	.845	12,803,910	1.28892	64.04	.....	953,857	19,998,281	1.225	92.96	1178
15,676,001	.917	15,676,001	1.63716	68.96	571,924	110,071	22,733,864	1.518	94.76	1197
2,433,219	.810	2,433,219	1.45278	77.88	21,909	37,092	3,124,787	1.225	93.04	1228
20,010,819	1.069	20,077,047	1.45381	72.26	132,682	199,381	27,786,561	1.349	92.60	1295
22,872,765	.959	22,882,125	1.49243	68.12	437,483	480,825	33,593,866	1.393	95.82	1333
13,599,370	1.039	13,599,370	1.18777	64.76	228,492	256,146	20,996,692	1.138	97.01	1344
6,628,702	1.113	6,636,992	1.81824	72.21	.....	80,900	9,190,820	1.594	98.83	1348
10,522,806	1.232	10,542,948	3.02122	77.74	227,599	43,572	13,562,092	2.433	93.27	1378
16,818,092	1.229	16,837,349	1.88368	69.76	209,743	295,647	24,135,186	1.819	92.55	1438
14,032,258	1.033	14,082,258	2.12085	71.07	197,414	395,957	19,744,040	1.880	89.34	1529
										1295
2,397,943	1.140	2,397,943	1.01773	67.28	54,318	17,343	3,564,045	1.002	99.35	1544
7,876,357	1.047	7,876,357	1.46190	75.62	.....	185,285	10,388,191	1.378	100.00	1604
30,594,572	1.352	30,594,572	2.15424	64.54	597,134	599,583	47,394,119	1.978	97.88	1731

TABLE III.

EARNINGS AND INCOME

FOR

THE YEAR ENDING JUNE 30, 1893.

B.—INCOME FROM PROPERTY OWNED BUT NOT OPERATED.

EXPLANATORY NOTE.

The statistics in this table have been compiled on the basis of the territorial grouping adopted in 1890. Certain features of Table III—B are explained in the note preceding Table III—A, page 299. The roads appearing in column 19 of this table are, with a few exceptions, which are explained by footnotes, those filing annual reports in season to be used in all tabulations. Totalized figures for certain roads lying in more than one group are given in the "Supplement," page 375. The group assignment of "Stocks," "Bonds," and "Miscellaneous," in this table for some of these roads has been made in this office on the basis of the percentage proportion of "Income from operation" of such roads for the different groups.

The "Rents" shown in column 22 of this table are such rental items as are reported as paid by a lessee to a lessor road, exclusive of "Rents for Tracks, Yards, and Terminals," which are included in "General Expenses," Table IV—A, column 9. A "Summary of Income from Other Sources, by Groups," will be found on page 56, which, in addition to showing the totals in this table, shows also the items of "Miscellaneous."

TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893.

B.—*Income from Property Owned but not Operated.*

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED. Source of income. Stocks.	Bonds.	Rents.	Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	SUMMARY. Total earnings and income. Cols. 16+23
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
	Total—Railways in the United States.	14,963,580	11,009,585	103,103,690	149,649,615	10.92	1,370,401,489
	Group I	608,633	86,891	6,372,374	8,257,763	8.68	95,153,241
	Group II	6,447,381	3,249,387	38,897,500	52,599,120	14.38	365,568,840
	Group III	2,301,502	732,766	13,603,491	18,628,164	9.04	206,000,633
	Group IV	159,447	143,210	2,585,356	3,770,125	7.92	47,613,465
	Group V	403,418	745,534	5,796,002	8,606,602	9.55	90,151,250
	Group VI	2,643,566	2,970,890	11,848,178	20,698,852	7.76	268,652,122
	Group VII	765,723	1,179,963	2,287,787	5,407,990	10.24	52,805,463
	Group VIII	625,523	1,524,724	2,322,649	6,928,402	6.08	113,937,545
	Group IX	15,364	47,998	3,629,530	5,100,658	10.83	47,096,307
	Group X	998,023	328,202	15,760,823	19,651,939	23.01	85,411,613
	GROUP I.						
	Total—Group I	608,633	86,891	6,372,374	8,257,763	8.68	95,153,241
1	Bang. & Aroostook R. R						184,561
2	Bang. & Piscataq. R. R			42,413	42,413	100.00	42,413
7	Benningt. & Rutl. Ry						284,732
8	Boston & Alb. R. R						10,169,875
9	N. Brookf. R. R			3,000	3,123	100.00	3,123
10	Pittsf. & N. Adams R. R			22,500	22,500	100.00	22,500
11	Prov., Web. & Springf. R. R			6,387	6,387	100.00	6,387
12	Ware Riv. R. R			52,500	52,500	100.00	52,500
13	Boston & Me. R. R.[1]	255,585	30,789		543,135	3.05	17,801,122
14	Boston & Lowell R. R			823,070	825,541	100.00	825,541
15	Cent. Mass. R. R			101,500	101,500	100.00	101,500
16	Conn. & Pass. Rivs. R. R			233,000	233,000	100.00	233,000
17	Nash. & Lowell R. R			73,000	90,731	100.00	90,731
18	Peterborough R. R			36,700	36,074	100.00	36,074
22	Stony Brk. R. R			21,500	21,500	100.00	21,500
23	Wilton R. R			20,400	20,400	100.00	20,400
24	Conn. Riv. R. R.[2] / Conn. Riv. R. R.[2]	12,600		155,300	23,571 / 155,300	3.51 / 100.00	671,120 / 155,300
25	Vt. Vy. R. R. of 1871	40,000			44,762	18.26	246,415
26	Sullivan Co. R. R				494	.21	230,976
27	Danvers R. R						
28	En. R. R. in N. H.:[4]						
29	Ports. & Dover R. R			46,140	46,140	100.00	46,140
30	Kennebunk & Kport. R. R			2,925	2,925	100.00	2,925
31	Lowell & And. R. R			52,500	54,314	100.00	54,314
33	Manch. & Law. R. R	2,855		102,000	105,657	100.00	105,657
34	Newburyport R. R						
35	Portl., Saco & Ports. R. R			90,000	90,133	100.00	90,133
36	W. Amesb. Brh. R. R			5,700	5,700	100.00	5,700
37	Worc., Nash. & Roch. R. R			250,000	250,000	100.00	250,000
38	St. J. & L. Cham. R. R				[5] 7,267	2.02	360,071
39	York Harb. & B. R. R				577	1.41	40,968
40	Boston, Rev. B. & Lynn R. R				17,887	5.63	317,472
41	Bridgton & Saco Riv. R. R				387	1.20	32,198
43	Canadian Pac. Ry.[6]						251,556
	[Line in Maine.]						
48	Southeastern Ry.[7]						595,127
49	Newpt. & Richf. R. R			18,000	18,000	100.00	18,000

[1] Figures cover whole line, 1,293.39 miles; 36.75 miles not in United States.
[2] Report for six months ending December 31, 1892.
[3] Report for six months ending June 30, 1893.
[4] Report not filed; inserted to show relation of road following.
[5] Debit item.
[6] See page 375, No. 43, for totals covering entire road.
[7] Figures cover whole line, 222.50 miles; 201.50 miles not in United States.

GROUP I. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
	Abbreviated name of road.	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
50	Cent. Vt. R. R	.....	12,450	.....	12,450	.27	4,685,788
52	Consol. R. R. of Vt	.....	.....	350,000	350,000	100.00	350,000
54	Montp. & White Riv. R. R	.....	.....	.....	.....	.....	.....
58	New London Nn. R. R	.....	.....	211,000	211,931	100.00	211,931
59	Clarendon & Pittsf. R. R	.....	.....	.....	.....	.....	42,330
60	Pittsf. & Rutl. R. R	.....	.....	.....	.....	.....	.....
61	Conc. & Montreal R. R	8,391	.....	.....	31,979	1.27	2,509,949
62	Conc. & Ports. R. R	.....	.....	25,000	25,000	100.00	25,000
69	Pemigewasset Vy. R. R	.....	.....	30,735	31,035	100.00	31,035
70	Suncook Vy. R. R	.....	.....	14,700	14,700	100.00	14,700
78	Fitchburg R. R	.....	.....	.....	.....	.....	7,707,298
81	Troy & Benningt. R. R	.....	.....	15,400	15,400	100.00	15,400
82	Vt. & Mass. R. R	.....	.....	244,580	244,580	100.00	244,580
86	Gr. Trunk Ry.: [1]						
86	Atl. & St. Law. R. R	.....	.....	.....	.....	.....	1,188,519
87	Norway Brh. R. R	.....	.....	1	1	100.00	1
88	Lewiston & Aub. R. R	.....	.....	.....	.....	.....	43,186
90	Hoosac Tun. & Wilm. R. R	.....	.....	.....	1,198	3.10	38,676
91	Kennebec Cent. R. R	.....	.....	.....	.....	.....	14,208
92	Lime Rock R. R	.....	.....	.....	1,469	1.86	79,077
93	Me. Cent. R. R. [2]	16,265	5,820	.....	36,180	.71	5,095,415
95	Belfast & Moosch. L. R. R	.....	.....	36,000	36,000	100.00	36,000
96	Dexter & Newpt. R. R	.....	.....	18,000	18,000	100.00	18,000
97	Dexter & Piscataq. R. R	.....	.....	13,350	13,350	100.00	13,350
98	En. Me. Ry	.....	.....	9,500	9,500	100.00	9,500
99	European & N. Amer. Ry	155	.....	125,500	125,655	100.00	125,655
100	Knox & Linc. Ry	.....	.....	66,667	66,667	100.00	66,667
101	Portl. & Ogdensb. Ry	.....	.....	202,303	202,303	100.00	202,303
102	Upper Coos R. R	.....	.....	66,685	66,685	100.00	66,685
103	Martha's Vin. R. R. [3]	.....	.....	.....	.....	.....	4,415
104	Monson R. R	.....	.....	.....	.....	.....	10,839
105	Montp. & Wells Riv. R. R. [4]	.....	.....	.....	.....	.....	139,692
107	Moshassuck Vy. R. R	.....	.....	.....	.....	.....	27,697
110	Narragansett Pier R. R	.....	.....	.....	4,269	8.49	50,292
112	N. Y. & New Eng. R. R	.....	.....	.....	6,036	.00	6,419,098
113	Mer., Waterb. & Conn. Riv. R. R. [5]	.....	.....	.....	.....	.....	13,582
	Mer., Waterb. & Conn. Riv. R. R. [6]	.....	.....	19,167	19,167	100.00	19,167
114	Milf. & Woonsocket R. R	.....	.....	7,107	8,125	100.00	8,125
115	Milf., Frank. & Prov. R. R	.....	.....	4,738	4,738	100.00	4,738
116	Norwich & Worc. R. R	.....	.....	240,232	336,355	100.00	336,355
117	Prov. & Springf. R. R	.....	.....	56,047	56,047	100.00	56,047
118	R. I. & Mass. R. R. in Mass	.....	.....	10,000	10,000	100.00	10,000
120	Rockville R. R. [7]	.....	.....	4,564	4,564	100.00	4,564
121	Woonsocket & Pascoag R. R	.....	.....	15,000	15,000	100.00	15,000
122	N. Y., New Hav. & Hartf. R. R	159,292	37,115	.....	210,013	1.15	18,323,487
123	Boston & N. Y. Air Line R. R.	1,298	717	146,690	149,706	100.00	149,706
125	Harlem Riv. & Port Chester R. R.	.....	.....	170,000	170,000	100.00	170,000
126	Housatonic R. R	.....	.....	177,756	177,756	100.00	177,756
127	Berkshire R. R	828	.....	52,136	52,964	100.00	52,964
128	Danb. & Norwalk R. R	.....	.....	63,500	63,500	100.00	63,500
129	New Hav. & Derby R. R	.....	.....	101,524	101,524	100.00	101,524
130	Stockbridge & Pittsf. R. R	384	.....	31,409	31,793	100.00	31,793

[1] Report not filed; inserted to show relation of three roads following.
[2] Figures cover whole line, 813.76 miles; 53 miles not in United States.
[3] "Operated only from about the middle of June to the 1st of October of each year."
[4] Report for year ending March 31, 1893.
[5] Report for two months ending August 31, 1892.
[6] Report for ten months ending June 30, 1893.
[7] Report for year ending September 30, 1893.

GROUP I. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE [illegible], 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
	N. Y., New Hav. & Hartf. R. R.—Continued.						
131	Naugatuck R. R			206,000	206,000	100.00	206,000
132	New Hav. & Northamp. Co.	855		335,079	335,934	100.00	335,934
133	Holyoke & Westf. R. R.			35,627	35,627	100.00	35,627
135	Prov. & Worc. R. R.			448,667	491,511	100.00	491,511
136	Shore Line Ry			100,000	100,000	100.00	100,000
137	W. Stockbridge R. R.			1,800	1,800	100.00	1,800
138	Old Colony R. R.	109,215			775,761	7.62	10,177,647
139	Boston & Prov. R. R.			504,600	504,600	100.00	504,600
140	Attleb. Brh. R. R.			9,219	9,219	100.00	9,219
141	Chatham R. R			2,840	2,947	100.00	2,947
142	Fall Riv. R. R			18,154	18,154	100.00	18,154
145	Prov., War. & Bristol R. R.			23,562	23,562	100.00	23,562
146	Phillips & Rangeley R. R				9	.02	37,966
147	Portl. & Roch. R. R.				7,977	2.98	268,080
148	Portl. & Rumf. Falls Ry						123,320
150	Rockport R. R.						7,12
151	St. Croix & Penobscot R. R. [1]				514	1.44	35,72
152	Sandy Riv. R. R.						51,6
155	Shepaug, Litchf. & Nn. R. R.				143	.21	69,0
156	Somerset Ry						92,3
157	S. Manch. R. R						19,
158	Un. Freight R. R	910			910	.93	97,
159	Wood River Brh. R. R.				71	.43	16,
160	Woodstock Ry						28,

[1] Figures cover whole line, 21 miles; 4.75 miles not in United States.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
	Abbreviated name of road.	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
	Total—Group II	*Dollars.* 6,447,381	*Dollars.* 3,249,387	*Dollars.* 38,897,500	*Dollars.* 52,599,120	*Per cent.* 14.38	*Dollars.* 365,568,840
163	Addison & Pa. Ry. [1]		1,000		5,844	12.43	47,005
	Addison & Pa. Ry. [2]				3,301	5.86	56,338
165	Allegh. & Kinzua R. R						42,443
168	Annap., Wash. & Balt. R. R						60,513
170	Bachman Vy. R. R						1,547
171	Balt. & Del. Bay R. R.						27,616
173	Balt. & En. Shore R. R						146,256
174	Bay Ridge & Annap. R. R.						3,379
176	Balt. & Ohio R. R. [3] [Line east of Ohio Riv.]	836,680	35,586		1,563,650	7.44	21,015,215
178	Balt. & Phila. R. R			123,485	123,485	1.00	123,485
179	Confluence & Oakl. R. R.			[4] 5,138	[4] 5,138	1.00	[4] 5,138
181	Lanc., Cecil & Sn. R. R						
182	Ohio & Balt. S. Line Ry. (En. Div.)			[4] 12,668	[4] 12,668	100.00	[4] 12,668
184	Parkersburg Brh. R. R			145,744	145,744	100.00	145,744
185	Pittsb. & Connellsv. R. R.	25,164	5,168	972,860	1,006,041	100.00	1,006,041
186	Berlin R. R.			[4] 6,231	[4] 6,231	100.00	[4] 6,231
188	Mt. Pleas. & Broad F. R. R.			15,146	15,146	100.00	15,146
189	Somerset & Cambria R. R.			56,648	56,648	100.00	56,648
190	Schuyl. Riv. E. Side R. R.			348,158	348,158	100.00	348,158
192	State Line R. R. (of Pa.)			[4] 3,720	[4] 3,720	100.00	[4] 3,720
194	Wash. Co. R. R			[4] 5,198	[4] 5,198	100.00	[4] 5,198
195	Wheel., Pittsb. & Balt. R. R.			17,109	17,109	100.00	17,109
197	Berkeley Spgs. & Pot. R. R						7,521
198	Salisbury R. R						57,265
199	Bang. & Portl. Ry						153,485
201	Barclay R. R.		300		300	.66	45,536
203	Bath & Hammondspt. R. R				378	1.09	34,544
211	Brownstone & Middlet. R. R						20,215
212	Buff., Ck. Tr. R. R						3,528
213	Buff., Roch. & Pittsb. Ry.				45,724	1.42	3,215,292
218	Carth. & Adirondack Ry. [5]				474	.43	108,954
	Carth. & Adirondack Ry. [6]				131	.53	24,731
219	Catasauqua & Fogelsv. R. R.				1,847	2.80	66,064
220	Cats. Mtn. Ry				242	.49	49,724
221	Cairo R. R.			2,700	2,700	100.00	2,700
222	Cent. N. Y. & Wn. R. R. [3]						33,698
224	Cent. R. R. of N. J	245,167	731,454		1,081,023	6.67	16,199,565
236	Lehigh & Lack. R. R.			26,598	26,598	100.00	26,598
237	Wind Gap & Del. R. R.			[7]			
238	Lehigh & Susq. R. R.			1,729,880	1,729,880	100.00	1,729,880
239	Treeckow R. R.			[8]			
241	Longwood Vy. R. R.: [9]						
242	Dover & Rkaway. R. R.			8,100	8,100	100.00	8,100
246	Nesquehoning Vy. R. R			79,449	79,449	100.00	79,449
248	N. Y. & Long Brh. R. R			307,833	307,833	100.00	307,833
256	Wilkesb. & Scran. Ry.			50,878	50,878	100.00	50,878
50	Cent. Vt. R. R.: [10]						
257	Malone & St. Law. Ry.			12,000	12,000	100.00	12,000
258	Ogdensb. & L. Cham. R. R.			223,800	223,800	100.00	223,800
259	Sar. & St. Law. R. R.			5,000	5,000	100.00	5,000

[1] Report for five months ending November 30, 1892.
[2] Report for seven months ending June 30, 1893.
[3] Group figures assigned by this Office. See page 375, No. 176, for totals covering entire road.
[4] Debit item.
[5] Report for ten months ending April 30, 1893.
[6] Report for two months ending June 30, 1893.
[7] Included in report of Lehigh & Lack. R. R.
[8] Included in report of Lehigh & Susq. R. R.
[9] Report not filed; inserted to show relation of road following.
[10] Inserted to show relation of three roads following.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
	Abbreviated name of road.	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
260	Chambersb. & Gettysb. R. R						2,946
261	Chateaugay R. R						180,368
262	Chateaugay Ry						
264	Clarion Riv. Ry						26,284
265	Clove Brh. R. R				97	1.48	6,545
266	Con. Term. R. R	35			15,757	6.96	226,345
269	Cornwall R. R						126,490
270	Cornwall & Leb. R. R				6,264	2.43	258,220
272	Coudersp. & Port Alleg. R. R						75,967
273	Coudersp. & Pine Ck. R. R			6,180	6,180	100.00	6,180
278	Del. & Hud. Canal Co				9,545	.09	10,636,702
279	Alb. & Susq. R. R			973,743	973,743	100.00	973,743
283	Nn. Coal & Iron Co			126,209	126,209	100.00	126,209
284	Rensa. & Sar. R. R		2,080	941,000	943,880	100.00	943,880
285	Alb. & Vt. R. R			20,000	20,000	100.00	20,000
286	Glens Falls R. R			700	700	100.00	700
287	Sar. & Schen. R. R		200	31,750	31,950	100.00	31,950
288	Ticonderoga R. R			4,300	4,300	100.00	4,300
289	Adirondack Ry				3,815	2.12	179,134
290	Del., Lack. & Wn. R. R	260,667	251,168		822,041	3.28	24,298,907
291	Cayuga & Susq. R. R			54,600	54,600	100.00	54,600
292	Greene R. R			26,000	26,000	100.00	26,000
293	Hopatcong R. R						
294	Mor. & Essex R. R			2,690,430	2,690,430	100.00	2,690,430
295	Chester R. R			6,750	6,750	100.00	6,750
296	Mor. & Essex Ex. R. R			8,840	8,840	100.00	8,840
297	Newk. & Bloomf. R. P			6,231	6,231	100.00	6,231
298	N. Y., Lack. & Wn. Ry			1,644,000	1,644,000	100.00	1,644,000
299	Oswego & Syr. R. R			182,896	182,896	100.00	182,896
300	Passaic & Del. R. R			5,553	5,553	100.00	5,553
301	Passaic & Del. Ex. R. R			4,000	4,000	100.00	4,000
302	Utica, Chen. & Susq. Vy. Ry			240,000	240,000	100.00	240,000
303	Valley R. R. (of N. Y.)			57,500	57,500	100.00	57,500
304	Warren R. R			220,500	220,500	100.00	220,500
305	Sussex R. R						104,913
306	Syr. & Baldwinsv. Ry. [1]						
307	Syr., Bing. & N. Y. R. R				4,071	.43	940,424
308	Del. Riv. R. R						59,765
310	Del., Susq. & Schuyl. R. R				108	(2)	1,090,238
318	Elm., Cort. & Nn. R. R				961	.23	419,189
319	Canastota Nn. R. R			18,000	18,000	100.00	18,000
321	Emp. & Rich Vy. R. R						12,964
322	Erie & Wyo. Vy. R. R						804,403
323	Jones L. R. R			1,200	1,200	100.00	1,200
324	Fall Brk. Ry				195,792	7.06	2,771,485
325	Pine Ck. Ry			293,981	295,573	100.00	295,573
326	Syr., Geneva & Corng. Ry			263,257	264,429	100.00	264,429
327	Falls Ck. R. R						10,975
330	Fonda, Johnst. & Glov. R. R				1,823	.67	275,020
332	Genesee & Wyo. Vy. Ry						25,250
85	Gr. Trunk Ry.: [3]						
335	U. S. & Can. R. R						10,678
338	Green Ridge R. R. of Md. [4]						
339	Greenlick Ry						779
340	Greenwich & Johnsonv. Ry						43,093
344	Hunter's Run & Slate Belt R. R.						5,533
346	Ironton R. R				3,441	11.17	30,797

[1] Road not in operation.
[2] Less than .01 per cent.
[3] Report not filed; inserted to show relation of road following.
[4] Private road.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
	Abbreviated name of road.	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
347	Island R. R.						65,359
351	Kanona & Prattsb. R. R.						17,750
357	Kinzua Vy. R. R.				5	.05	9,843
359	Lack. & Montrose R. R.						15,374
360	L. Cham. & Moriah R. R.				662	.86	76,890
362	Lebanon Spgs. R. R.				1,878	2.83	66,530
363	Lehigh & Hud. Riv. Ry.						507,169
364	S. Easton & Phillipsb. R. R.						
365	Orange Co. R. R.						44,120
367	Ligonier Vy. R. R.						60,041
370	Little Saw Mill Run R. R.						68,836
371	Long I. R. R.	2,500	7,153		126,745	2.86	4,427,083
375	N. Y. & Rkaway. R. R.			17,500	17,500	100.00	17,500
376	N. Y., Bklyn. & Manh. B. Ry.			111,650	111,650	100.00	111,650
378	Marine Ry						10,128
379	N. Y. & Rkaway. B. Ry.				2,325	.91	255,025
380	Mahoning Vy. R. R.						37,621
381	McKeesprt. Con. R. R.						33,978
384	Middlesex Vy. R. R. [1]				50	.22	22,693
386	Monongahela Con. R. R.						169,326
387	Monongahela Riv. & Street's Run R. R.						94,365
389	Mont Alto R. R.						29,548
391	Montrose Ry.				20	.10	19,368
394	Mt. Hope Mnl. R. R.	250			250	.11	22,642
395	Mt. Jew. & Smethpt. R. R.				544	9.09	5,986
396	Mt. Jew., Kinzua & Ritersv. R. R.						33,429
397	Kinzua Hemlock R. R.			4,058	4,058	100.00	4,058
399	Mt. Penn Gravity R. R.						14,255
401	Newb., Dutch. & Conn. R. R.				156	.09	167,744
402	N. J. & N. Y. R. R.						331,834
403	N. J. & N. Y. Ex. R. R.			11,400	11,400	100.00	11,400
405	Newpt. & Sherman's Vy. R. R.						29,175
406	N. Y. & Nn. Ry.				2,610	.42	618,914
407	Mahopac Falls R. R.			[2] 1,863	[2] 1,863	100.00	[2] 1,863
409	N. Y. Cent. & Hud. Riv. R. R.	385,535	199,064		599,746	1.28	46,936,694
410	Amst., Chucta. & Nn. R. R.						
412	N. J. Jctn. R. R.			68,000	68,000	100.00	68,000
413	N. Y. & Harlem R. R.			1,640,000	1,640,000	100.00	1,640,000
414	Rome, Watert. & Ogdensb. R. R.			1,049,371	1,049,371	100.00	1,049,371
415	Niag. Falls Brh. R. R.			17,500	17,500	100.00	17,500
416	Oswego & Rome R. R.			44,584	44,584	100.00	44,584
417	Utica & Black Riv. R. R.			263,000	263,000	100.00	263,000
418	Carth., Watert. & Sack. Harb. R. R.						
419	Spuy. Duy. & Port Mor. R. R.			79,120	79,120	100.00	79,120
420	Troy & Greenbush R. R.	245		19,250	19,495	100.00	19,495
421	Troy Un. R. R.						
422	W. Shore R. R.			2,000,000	2,000,000	100.00	2,000,000
423	Beech Ck. R. R.						1,347,201
425	{Mohawk & Malone Ry. [3] / Mohawk & Malone Ry. [4]}						188,600 / 57,785
426	Wallkill Vy. R. R.						162,439
428	N. Y., L. Erie & Wn. R. R. [5] [Line east of Salamanca, N. Y.]	122,946	231,978		651,901	2.73	23,874,789

[1] Report for ten months ending June 30, 1893.
[2] Debit item.
[3] Report for ten months ending April 30, 1893.
[4] Report for two months ending June 30, 1893.
[5] See page 375, No. 428, for totals covering entire road.

P II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING J... 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

19	20	21	22	23	24	25
	INCOME FROM PROPERTY OWNED.					SUMMARY.
No. Abbreviated name of road.	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
	Stocks.	Bonds.	Rents.			
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
N. Y., L. Erie & Wn. R. R.—Continued. [Line east of Salamanca, N. Y.]						
29 Avon, Geneseo & Mt. Mor. R. R.	.....	.....	13,600	13,600	100.00	13,600
31 Buff. & S. Wn. R. R.	.....	.....	133,042	133,333	100.00	133,333
34 Buff., N. Y. & Erie R. R.: [1]						
35 Roch. & Genesee Vy. R. R.	.....	.....	34,012	34,012	100.00	34,012
39 Goshen & Deckert. Ry	.....	.....	19,035	19,035	100.00	19,035
44 Montg. & Erie Ry	.....	.....	16,000	16,000	100.00	16,000
49 Nn. R. R. of N. J	.....	.....	140,311	140,671	100.00	140,671
50 Nyack & Nn. R. R.	.....	.....	9,525	9,525	100.00	9,525
51 Pat. & Hud. Riv. R. R	.....	.....	48,400	53,400	100.00	53,400
52 Pat. & Ramapo R. R.	.....	.....	30,000	30,000	100.00	30,000
53 Union R. R. (of N. Y.)	.....	.....	.....	.....	.....	.....
55 Susp. Brg. & Erie Jctn. R. R.	.....	.....	.....	.....	.....	.....
56 Lockport & Buff. Ry	.....	.....	21,000	20,902	100.00	20,902
57 N. Y. & Greenwood L. Ry	.....	.....	.....	.....	.....	361,733
60 Tioga R. R	.....	.....	.....	.....	.....	345,752
63 N. Y., Ont. & Wn. Ry.	.....	75,060	.....	75,060	2.00	3,763,234
64 Ont., Carb. & Scran. Ry	.....	.....	101,689	101,689	100.00	101,689
65 Rome & Clinton R. R.	.....	.....	22,375	22,775	100.00	22,775
66 Utica, Clinton & Bing. R. R.	.....	.....	76,500	78,125	100.00	78,125
67 Wharton Vy. Ry	.....	.....	4,250	4,250	100.00	4,250
68 N. Y., Phila. & Norf. R. R	.....	.....	.....	.....	.....	845,402
69 N. Y., Susq. & Wn. R. R	.....	6,890	.....	57,228	3.31	1,728,322
75 Nn. Adirondack R. R.	.....	.....	.....	.....	.....	148,810
76 Oil Cy. & Ridg. Ry. & Min. Co.[2]	.....	.....	.....	.....	.....	.....
77 Oregon & Tex. Ry	.....	.....	.....	.....	.....	4,700
79 Owasco Riv. Ry	.....	.....	.....	.....	.....	10,350
72 Pennsylvania Co.: [3]						
80 Waynesb. & Wash. R. R.	.....	.....	.....	.....	.....	58,450
81 Pennsylvania R. R	3,873,542	1,454,941	.....	6,313,993	8.31	76,011,100
82 Bald Eagle Vy. R. R	3,182	.....	266,075	274,934	100.00	274,934
83 Bedford & Bridgpt. Ry	.....	.....	111,415	111,415	100.00	111,415
84 Bustleton R. R	.....	.....	[4] 5,945	[4] 5,945	100.00	[4] 5,945
85 Cambria & Clearf. R. R.	.....	.....	41,057	41,057	100.00	41,057
86 Col. & Port Deposit Ry	.....	.....	185,234	185,234	100.00	185,234
87 Cols. Kink. & Springf. R. R.	.....	.....	1,456	1,456	100.00	1,456
88 Cresson & Clearf. Co. & N. Y. S. Route R. R.[5]	.....	.....	16,957	16,957	100.00	16,957
89 Downingt. & Lanc. R. R.	.....	.....	[4]15,454	[4]15,454	100.00	[4]15,454
90 Engelside R. R	.....	.....	.....	.....	.....	.....
91 Freeh. & Jamesb. Agricl. R. R.	.....	.....	59,429	62,445	100.00	62,445
92 Fred. & Pa. Line R. R	.....	.....	[4]5,792	[4]5,792	100.00	[4]5,792
93 Han. & York R. R.	.....	.....	34,593	34,593	100.00	34,593
94 Harrisb., Ports., Mt. Joy & Lanc. R. R.	4,920	.....	124,717	129,637	100.00	129,637
95 Johnsonburg R. R.	.....	.....	19,764	19,974	100.00	19,974
96 Kensington & Tacony R. R.	.....	.....	30	30	100.00	30
97 Lewisb. & Tyrone R. R	.....	.....	26,926	26,926	100.00	26,926
94 Littlestown R. R.[6]	.....	.....	627	627	100.00	627

[1] Report not filed; inserted to show relation of road following.
[2] Inserted to show relation of road following.
[3] Report for six months ending June 30, 1893.
[4] Debit item.
[5] Road not in operation.
[6] Report for six months ending December 31, 1892. Consolidated with Han. & York R. R., Decem... 31, 1892.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
	Abbreviated name of road.	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
	Pennsylvania R. R.—Contd.						
498	Long B. R. R			[1] 20,034	[1] 20,034	100.00	[1] 20,034
499	McKeespt. & Bessemer R. R			63,603	63,603	100.00	63,603
500	Mifflin & Centre Co. R. R.			34,263	34,263	100.00	34,263
501	Millst. & New Bruns. R. R			[1] 4,574	[1] 4,574	100.00	[1] 4,574
502	Nescopec R. R			8,403	8,470	100.00	8,470
503	N. Y. Bay R. R.[2]						
504	N. & W. Brh. Ry			388,647	396,377	100.00	396,377
505	Pa. Schuyl. Vy. R. R.			756,466	756,466	100.00	756,466
506	Perth Amb. & Woodbrg. R. R.			45,973	45,973	100.00	45,973
507	Phila. & Erie R. R.			1,726,611	1,746,920	100.00	1,746,920
508	Phila. & Long Brh. R. R.			[1] 38,318	[1] 37,746	100.00	[1] 37,746
509	Phila., Germant. & Chest. H. R. R.			96,271	96,729	100.00	96,729
510	Pittsb., Va. & Charleston Ry.			373,577	373,577	100.00	373,577
511	Pomeroy & Newk. R. R.			[1] 19,572	[1] 19,572	100.00	[1] 19,572
512	Ridg. & Clearf. R. R			106,188	106,381	100.00	106,381
513	Riverfront R. R.			23,000	23,180	100.00	23,180
514	S. Fork R. R.			[1] 6,224	[1] 6,224	100.00	[1] 6,224
515	S. W. Pa. Ry			310,812	335,493	100.00	335,493
516	Sunb. & Lewistown Ry			243,271	245,491	100.00	245,491
517	Sunb., Haz. & Wilkesb. Ry			329,115	329,115	100.00	329,115
518	Susq. & Clearf. R. R.			12,145	12,338	100.00	12,338
519	Tipton R. R			5,270	5,270	100.00	5,270
520	Trenton Del. Brg. Co	33		28,000	44,310	100.00	44,310
518	Turtle Ck. Vy. R. R.[3]			13,396	13,396	100.00	13,396
521	Tyrone & Clearf. Ry			114,167	114,167	100.00	114,167
522	United N. J. R. R. & Canal Co.			3,962,162	3,962,162	100.00	3,962,162
523	Belvidere Del. R. R.			214,988	222,592	100.00	222,592
527	Camden & Burl. Co. R. R.			44,416	44,416	100.00	44,416
528	Mt. Holly, Lumb. & Medf. R. R.			11,189	11,189	100.00	11,189
529	Phila. & Trenton R. R.			58,821	58,821	100.00	58,821
530	Connecting Ry			146,125	146,125	100.00	146,125
531	Rocky H. R. R. & Transp. Co.			1,222	1,222	100.00	1,222
532	Vincentown Brh. R. R.			900	900	100.00	900
533	W. Chester R. R.			12,967	12,967	100.00	12,967
534	Wn. Pa. R. R			580,740	609,099	100.00	609,099
535	Allegh. Vy. Ry	4,718			4,718	.17	2,729,200
536	Camden & Atl. R. R.		1,700		6,118	.74	824,496
537	Phila., Marl. & Medf. R. R.			9,733	9,733	100.00	9,733
538	Cumb. Vy. R. R.		9,030		9,030	.95	953,394
539	Cumb. Vy. & Martinsb. R. R			8,649	8,649	100.00	8,649
540	Dillsb. & Mechsb. R. R			5,542	5,592	100.00	5,592
541	Sn. Pa. Ry. & Min. Co			[1] 7,599	[1] 7,599	100.00	[1] 7,599
542	Junction R. R. (of Phila.)				446	.22	204,027
543	Nn. Cent. Ry	410,644	3,225		440,938	5.65	7,798,299
544	Elm. & L. Ont. R. R.			51,820	51,820	100.00	51,820
545	Elm. & Williamspt. R. R	251		151,500	156,457	100.00	156,457
546	Lykens Vy. R. R. & Coal Co.	222		62,500	62,793	100.00	62,793
547	Sham. Vy. & Pottsv. R. R.	206		200,276	200,482	100.00	200,482

[1] Debit item. [2] Road under construction.

[3] Report for eleven months ending May 31, 1893; purchased by and merged in Pennsylvania R. R. May 31, 1893.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
	Abbreviated name of road.	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
	Pennsylvania R. R.—Contd.						
	Nn. Cent. Ry.—Continued.						
549	Un. R. R. (of Balt.)		17,595		32,595	4.29	759,715
550	Phila., Wilm. & Balt. R. R.	61,405	12,990		231,930	2.30	10,085,245
551	Balt. & Pot. R. R			391,335	391,335	100.00	391,335
552	Catonsv. S. Line R. R.						
553	Cambridge & Seaf. R. R			[1] 10,208	[1] 9,614	100.00	[1] 9,614
554	Delaware R. R			343,231	343,231	100.00	343,231
555	Del. & Ches. Ry			[1] 27,623	[1] 27,067	100.00	[1] 27,067
556	Del., Md. & Va. R. R.			39,969	40,277	100.00	40,277
557	Phila. & Balt. Cent. R. R			145,708	170,323	100.00	170,323
558	Chester Ck. R. R			23,794	23,794	100.00	23,794
559	Queen Anne's & Kent R. R			[1] 20,173	[1] 20,170	100.00	[1] 20,170
560	S. Chester R. R						
561	W. Jersey R. R.	5,072			9,195	.51	1,812,303
562	Alloway & Quinton R. R						
563	W. Jersey & Atl. R. R			16,231	19,405	100.00	19,405
569	Phila. & Read. R. R.	199,055	175,344		708,150	1.66	42,700,898
570	Allentown R. R			3,373	3,552	100.00	3,552
571	Allentown Term. R. R			40,500	40,500	100.00	40,500
573	Chest. H. R. R			16,478	16,478	100.00	16,478
574	Colebrookdale R. R.			12,211	12,211	100.00	12,211
575	Danv. & Sham. R. R.[2]						
576	Dauphin & Berks R. R.						
577	Del. & Bound Brk. R. R.			275,000	275,000	100.00	275,000
578	E. Trenton R. R.						
579	E. Pa. R. R.			123,627	123,627	100.00	123,627
580	Lehigh Vy. R. R.			4,249,274	4,605,508	100.00	4,605,508
581	Buff. Ck. R. R.			44,670	44,700	100.00	44,700
582	Easton & Amb. R. R.			300,000	300,000	100.00	300,000
583	Lehigh Vy. Term. Ry.			500,000	500,000	100.00	500,000
584	Lehigh Vy. Ry.			675,000	675,000	100.00	675,000
585	Hayt's Cor., Ovid & Wil. R. R.						
586	Loyalsock R. R.						
587	Pa. & N. Y. Canal & R. R. Co.			530,000	530,000	100.00	530,000
590	State Line & Sullivan R. R.			40,000	50,959	100.00	50,959
591	Wav. & State Line R. R.						
592	Wilkesb. & Harvey's L. R. R.						
593	Little Schuyl. Nav. R. R. & Coal Co.	4,922	2,100	217,092	225,053	100.00	225,053
594	E. Mahanoy R. R.			31,865	32,071	100.00	32,071
595	Mill Ck. & Mine H. Nav. & R. R. Co.			33,000	33,000	100.00	33,000
596	Mine H. & Schuyl. Hav. R. R.		24,902	336,816	361,718	100.00	361,718
597	Mt. Carb. & Port Carb. R. R.			36,250	36,250	100.00	36,250
598	Norrist. Jctn. R. R.			2,000	2,423	100.00	2,423
599	N. Pa. R. R.			881,700	881,700	100.00	881,700
600	Phila. & Frankf. R. R.						
601	Phila. & Read. Term. R. R.			150,000	150,000	100.00	150,000
602	Phila., Germant. & Norrist. R. R.		450	277,623	294,427	100.00	294,427
603	Plymouth R. R.						
604	Phila., Harrisb. & Pittsb. R. R.						
605	Pickering Vy. R. R.			4,885	4,885	100.00	4,885
606	Schuyl. & Lehigh R. R.			51,000	51,000	100.00	51,000
607	Schuyl. Riv. W. Side R. R.						
608	Schuyl. Vy. Nav. & R. R. Co.			29,450	29,450	100.00	29,450
609	Sham., Sunb. & Lewisb. R. R.			110,000	110,000	100.00	110,000
610	Slatington R. R.						

[1] Debit item.

[2] Road under construction.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
	Abbreviated name of road.	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent*	*Dollars.*
	Phila. & Read. R. R.—Contd.						
611	Atl. Cy. R. R.						892,008
612	Brigantine B. R. R.[1]			736	736	100.00	736
613	Camden Co. R. R.						15,368
614	Chester & Del. Riv. R. R.						31,692
615	Gettysb. & Harrisb. Ry.						101,306
616	Middlet. & Hummelst. R. R.						15,141
617	N. E. Pa. R. R.						75,446
618	Pa., Pough. & Boston R. R.						202,860
620	Perkiomen R. R.				648	1.80	359,442
621	Phila. & Chester Vy. R. R.						48,447
622	Phila. & Nn. R. R.[2]						
623	Port Read. R. R.				931	.70	132,263
624	Read. & Col. R. R.						345,842
626	Read., Mari. & Han. R. R.						
627	Rupert & Bloomsb. R. R.						8,807
628	Stony Ck. R. R.		9		870	2.89	30,141
629	Tamaqua, Haz. & Nn. R. R.						35,065
630	Phila., Newt. & N. Y. R. R.						118,919
631	Phila., Read. & New Eng. R. R.						1,023,218
632	Dutchess Co. R. R.			22,000	22,000	100.00	22,000
634	Port Jer., Monti. & N. Y. R. R.						53,053
635	Pough. & En. Ry.[3]				39	.38	10,335
640	Reynoldsv. & Falls Ck. R. R.						176,820
641	Roch. & L. Ont. Ry.				2,080	6.50	31,989
646	Sharpsville R. R.				15	.07	22,898
648	Sinnemahoning Vy. R. R.						161,731
650	Slate Run R. R.						15,569
653	Staten I. Rap. Trans. R. R.				14,990	1.40	1,069,022
654	Staten I. Ry.			79,850	79,850	100.00	79,850
656	Stewartstown R. R.						15,187
661	Ulster & Del. R. R.				5,273	1.20	438,742
662	Del. & Otsego R. R.						
664	Kaaterskill R. R.						15,660
666	Stony Clove & Cats. Mtn. R. R.						59,767
673	Wellsv., Conderspt. & Pine Ck. R. R.						30,267
675	Wn. Md. R. R.						1,019,331
676	Balt. & Cumb. Vy. R. R.			4,368	4,368	100.00	4,368
677	Balt. & Cumb. Vy. R. R. Ex.			32,700	32,700	100.00	32,700
678	Balt. & Cumb. Vy. Ry.			2,910	2,910	100.00	2,910
679	Balt. & Harrisb. Ry.						229,122
681	Berlin Brh. R. R.				87	1.58	5,738
683	Wn. N. Y. & Pa. R. R.				3,542	.10	3,720,181
695	Williams Vy. R. R.						21,760
696	Williamspt. & N. Brh. R. R.						91,107
697	Wilm. & Nn. R. R.				5,030	1.01	499,928

[1] Report for three months ending October 31, 1893.
[2] Road under construction.
[3] Report for period April 13 to June 30, 1893.

GROUP III. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JU 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19 Abbreviated name of road.	20	21	22	23	24	
		INCOME FROM PROPERTY OWNED.					SU
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	
		Stocks.	Bonds.	Rents.			
	Total—Group III.	*Dollars.* 2,301,502	*Dollars.* 732,766	*Dollars.* 13,603,491	*Dollars.* 18,628,164	*Per cent.* 9.04	*D* 206,
699	Addyston & Ohio Riv. R. R						
700	Alliance & Nn. R. R.						
176	Balt. & Ohio R. R. [1] [Line west of Ohio Riv.]	149,636	6,364		279,651	4.15	6,
702	Balt. & Ohio & Chic. R. R.			571,884	571,884	100.00	
703	Akron & Chic. Jctn. R. R.			100,000	100,000	100.00	
704	Cent. Ohio R. R.			464,399	465,972	100.00	
705	Sdsky., Mansf. & Newk. R. R.			201,850	201,850	100.00	
708	Newk., Somerset & Stsv. R. R.			44,564	44,696	100.00	
709	Pittsb. & Wn. Ry	5,000			5,000	.19	2,
711	Pittsb., Clev. & Tol. R. R.			224,791	224,791	100.00	
714	Vy. Ry. (of Ohio)				2,859	.36	
715	Balt. & Ohio S. Wn. R. R	2,250			8,547	.32	2,
718	Beaver & Ellwood R. R						
720	Bellaire, Zanesv. & Cin. Ry						
723	Cent. Un. Depot & Ry. Co. of Cin. [2]						
725	Chic. & S. Bend R. R. [3]						
727	Chic. & W. Mich. Ry				5,423	.26	2,
729	Det., Lans. & Nn. R. R						1,
731	Sag. & Wn. R. R			34,275	34,275	100.00	
732	Sag. Vy. & St. L. R. R.	1,552			1,552	1.59	
733	Sag. & Gr. Rap. R. R			5,600	5,600	100.00	
734	Gr. Rap. Tr. & Jctn. R. R.						
736	Cin. & Westwood R. R						
737	Cin., Georget. & Ports. R. R.						
738	Cin., Ham. & Day. R. R	23,020			52,102	1.13	4,
743	Day. & Mich. R. R.			320,248	320,248	100.00	
745	Cin., Day. & Chic. R. R.						
746	Cin., Ham. & Indpls. R. R				846	.11	
747	Cin., Jack. & Mack. Ry.						
748	Cin., Leb. & Nn. Ry.						
751	Cin., Ports. & Va. R. R						
753	Clev. & Mari. Ry.				742	.20	
754	Clev., Akron & Cols. Ry						1,
755	Clev., Cant. & Sn. R. R				7,500	.77	
756	Clev. Belt & Term. R. R. [4]			5,696	5,696	100.00	
758	Clev., Cin., Chic. & St. L. Ry. [5] [Line east of Terre Haute, Ind.]	14,899			22,947	.20	11,
764	Day. & Un. R. R						
765	Mt. Gil. S. Line Ry						
767	Peoria & En. Ry. [6] [Line east of Danville, Ill.]						1,
768	Clev., Lor. & Wheel. R. R						1,
769	Cols., Hock. Vy. & Tol. Ry						3,
770	Cols., Shawnee & Hock. Ry						
772	Crawf. & Manistee Riv. Ry						
779	Ellwood Con. R. R. [7]						
780	Evansv. & T. Haute R. R.		19,443		76,302	5.60	1,
781	Evansv. Belt Ry			6,299	7,816	100.00	
782	Evansv. & Indpls. R. R.				11,080	2.75	

[1] Group figures assigned by this Office. See page 375, No. 176 for totals covering entire ro
[2] No report of operations.
[3] Report for period April 15, 1892 to June 30, 1893.
[4] Report for six months ending June 30, 1893.
[5] Group figures assigned by this Office. See page, 375, No. 758, for totals covering entire r
[6] Group figures assigned by this Office. See page 375, No. 767, for totals covering entire
[7] "Opened for traffic July 1, 1893."

GROUP III. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
	Abbreviated name of road.	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
	Evansv. & T. Haute R. R.—Continued.						
783	Evansv. & Rich. R. R.				337	.23	146,842
786	Find., Ft. Way. & Wn. R. R.						41,858
787	Flint & Père Marq. R. R.				340,806	11.65	2,926,346
85	Gr. Trunk Ry.: [1]						
790	Chic. & Gr. Trunk Ry.				97,468	2.49	3,920,322
791	Gr. Trunk Jctn. Ry.			186,582	186,582	100.00	186,582
792	Cin., Sag. & Mack. R. R.				327	.16	205,640
793	Chic., Det. & Can Gr. Trunk Jctn. Ry.						306,057
794	Det., Gr. Hav. & Milw. Ry.						1,209,583
795	Mich. Air Line Ry.						177,869
796	Tol., Sag. & Musk. Ry.						131,553
797	Hancock & Calumet R. R.						179,366
799	Ind. Nn. Ry.						1,497
800	Indpls., Dec. & Wn. Ry. [2] [Line in Indiana.]						252,465
801	Indpls. Un. Ry.		450		764	.17	456,901
803	Iron Ry.						42,855
805	Ivorydale & Mill Ck. Vy. Ry.						25,493
806	Kanawha & Mich. Ry. [3] [Line north of Ohio Riv.]				1,237	.68	181,852
807	L. Co. R. R.						5,386
808	L. Erie & Wn. R. R.						3,579,167
809	L. Erie, Alliance & Sn. Ry.						32,093
810	L. Shore & Mich. Sn. Ry.	399,094	40,040		493,569	2.05	24,046,876
811	Det. & Chic. R. R.						
812	Det., Hillsd. & S. Wn. R. R.			54,500	54,940	100.00	54,940
813	Det., Monroe & Tol. R. R.						
814	Ft. Way. & Jack. R. R.			127,528	127,528	100.00	127,528
815	Jamest. & Frank. R. R.			59,548	73,076	100.00	73,076
816	Kal. & White Pigeon R. R.						
817	Kal., All. & Gr. Rap. R. R.			78,600	78,600	100.00	78,600
818	Mahon. Coal R. R.			269,487	269,658	100.00	269,658
819	Nn. Cent. Mich. R. R.						
821	Silv. Ck. & Dunk. Ry.						
822	Sturgis, Goshen & St. L. R. R.			9,660	9,660	100.00	9,660
823	Tol. & Ohio Nn. Ry. [4]						
824	Lakeside & Marbleh. R. R.						44,263
826	Louisv., Evansv. & St. L. Consol. R. R.				21,390	1.18	1,805,684
827	Louisv., New Alb. & Chic. Ry.	74,849			74,849	2.14	3,490,889
830	Louisv., New Alb. & Cdn. R. R.						15,197
832	Manistee & Gr. Rap. R. R. [5]						38,862
837	Mason & Oceana R. R.						38,239
838	Mich. Cent. R. R. [6]	41,906	3,725		49,862	.31	16,046,500
839	Battle Ck. & Sturgis Ry.			15,000	15,000	100.00	15,000
840	Bay Cy. & Battle Ck. Ry.			7,500	7,500	100.00	7,500
841	Can. Sn. Brg. Co.			[7] 14,583	[7] 14,583	100.00	[7] 14,583
842	Det. & Bay Cy. R. R.						
844	Gr. Riv. Vy. R. R.			24,560	24,560	100.00	24,560
845	Jack., Lans. & Sag. R. R.			183,283	183,283	100.00	183,283
846	Joliet & Nn. Ind. R. R.			89,000	89,014	100.00	89,014
847	Kal. & S. Hav. R. R.						
848	Mich. Air Line R. R.						
849	Mich., Midl. & Can. R. R.			[7] 9,660	[7] 9,660	100.00	[7] 9,660

[1] Report not filed; inserted to show relation of seven roads following.
[2] See page 375, No. 800, for totals covering entire road.
[3] Group figures assigned by this Office. See page 375, No. 806, for totals covering entire road.
[4] Road not in operation.
[5] Report for year ending December 31, 1892.
[6] Figures cover whole line, 1,638.52 miles; 378.91 miles not in United States.
[7] Debit item.

GROUP III. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100×Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
	Mich. Cent. R. R.—Continued.						
850	Sag. Bay & N. Wn. R. R.						
852	Tol., Can. Sn. & Det. Ry			245,218	245,218	100.00	245,218
853	Middlet. & Cin. Ry.				17	.12	13,943
854	Minl. Range R. R	6,250	2,625		8,875	7.04	125,925
856	New Castle & Butler R. R.						5,523
409	N.Y. Cent. & Hud. Riv. R. R.:[1]						
857	Dunk., Allegh. Vy. & Pittsb. R. R.						306,816
859	N. Y., Chic. & St. L. R. R.				8,527	.13	6,565,403
860	Chic. & State Line R. R.			100	100	100.00	100
428	N. Y., L. Erie & Wn. R. R.[2] [Line west of Salamanca, N. Y.]						7,415,191
861	N. Y., Pa. & Ohio R. R.	2,340	1,450	2,286,405	2,334,833	100.00	2,334,833
862	Clev. & Mahon. Vy. Ry.			514,180	514,180	100.00	514,180
863	New Castle & Shen. Vy. R. R.			12,736	12,736	100.00	12,736
864	Sharon Ry.			36,426	36,426	100.00	36,426
865	Westerman Coal & Iron R. R.[3]			4,000	4,000	100.00	4,000
867	Chic. & Erie R. R.	55,800	13,700		69,500	2.33	2,986,401
868	Norf. & Wn. R. R.[4] [Line north of Ohio Riv.]						812,718
869	N. Wn. Monroe Ry.						1,963
870	Ohio & Miss. Ry.[5] [Line east of Vincennes, Ind.]						2,101,360
871	Ohio Sn. R. R.				1,024	.14	758,858
872	Pennsylvania Co.	1,377,845	605,480		2,575,139	11.33	22,728,789
873	Calumet Riv. Ry.[6]						
874	Clev. & Pittsb. R. R.			1,306,972	1,308,934	100.00	1,308,934
877	Indpls. & Vinc. R. R.			119,843	119,843	100.00	119,843
878	Pittsb., Ft. Way. & Chic. Ry.			3,386,377	3,804,709	100.00	3,804,709
879	Massillon & Clev. R. R.			20,000	20,000	100.00	20,000
880	New Castle & Beaver Vy. R. R.			63,680	70,728	100.00	70,728
881	Pittsb., Ohio Vy. & Cin. R. R.			[7] 8,678	[7] 8,678	100.00	[7] 8,678
882	Pittsb., Youngst. & Ashtab. R. R.			561,439	575,774	100.00	575,774
883	S. Chic. & Sn. R. R.			24,201	24,201	100.00	24,201
884	State Line & Ind. Cy. Ry.			[7] 712	[7] 712	100.00	[7] 712
885	Tol., Walh. Vy. & Ohio R. R.			93,917	93,917	100.00	93,917
886	Cin. & Muaking. Vy. Ry.						477,599
887	Gr. Rap. & Ind. R. R.				438	.01	3,216,974
888	Cin., Rich. & Ft. Way. R. R.			130,749	130,749	100.00	130,749
889	Musk., Gr. Rap. & Ind. R. R.			20,562	20,562	100.00	20,562
890	Traverse Cy. R. R.			14,742	14,742	100.00	14,742
891	Pittsb., Cin., Chic. & St. L. Ry.	2,984	480		18,742	.10	19,042,903
892	Chartiers Ry.		17,307	108,447	128,598	100.00	128,598
893	Chartiers Con. R. R.						

[1] Inserted to show relation of road following.
[2] See page 375, No. 428, for totals covering entire road.
[3] Private road.
[4] See page 375, No. 868, for totals covering entire road.
[5] Group figures assigned by this Office. See page 375, No. 870, for totals covering entire road.
[6] Road not in operation.
[7] Debit item.

GROUP III. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
	Pennsylvania Co.—Continued.						
	Pittsb., Cin., Chic. & St. L. Ry.—Continued.						
894	Englewood Con. Ry			[1] 442	[1] 442	100.00	[1] 442
895	Little Miami R. R.	9,323	14,175	654,627	684,125	100.00	684,125
896	Cols. & Xenia R. R.	1,512	6,150	145,396	153,058	100.00	153,058
898	Ohio Con. Ry			106,036	106,036	100.00	106,036
899	Pittsb., Wheel. & Ky. R. R.			119,227	122,671	100.00	122,671
901	Pittsb. & Castle Shan. R. R				7,442	5.45	136,585
902	Pittsb. & L. Erie R. R.		480		480	.01	4,549,044
903	Pittsb., McKeesp't. & Youghy. R. R.			488,832	488,832	100.00	488,832
905	Pittsb. & Moon Run R. R						24,388
907	Pittsb., Chartiers & Youghy. Ry.						173,916
908	Pittsb., Marion & Chic. Ry.						40,239
909	Pittsb., Shen. & L. Erie R. R.						423,698
910	Meadv., Conneaut L. & Linesv. R. R.			8,000	8,000	100.00	8,000
917	Salem R. R.						8,079
919	T. Haute & Indpls. R. R.[2] [Line in Indiana.]	56,440	210		109,775	4.74	2,315,805
922	Tionesta Vy. R. R.						62,277
923	Cherry Grove R. R.			300	300	100.00	300
924	Sheff. & Spring Ck. R. R			300	300	100.00	300
925	Tol. & Ohio Cent. Ry.				921	.05	1,986,219
928	Tol., Ann Arb. & N. Mich. Ry.				1,035	.09	1,089,828
906	Tol., Cols. & Cin. Ry.[3]				122	.09	133,435
929	Tol., St. L. & Kans. Cy. R. R.[4] [Line in Indiana and Ohio.]						1,454,263
930	Wabash R. R.[5] [Line east of Danville, Ill.]	75,135	687		97,163	1.69	5,755,642
933	Eel Riv. R. R.	167		75,500	76,078	100.00	76,078
935	Peru & Det. Ry.			4,500	4,500	100.00	4,500
938	Wheel. & L. Erie Ry.	1,500			1,500	.10	1,556,921
939	Tol. Belt Ry.						
940	Zanesv. & Ohio Riv. Ry.						120,968

[1] Debit item.
[2] Report for four months ending October 31, 1892. Purchased by and merged in Tol. & Ohio Cent. Ry. November 1, 1892.
[3] Group figures assigned by this Office.
[4] Group figures assigned by this Office.
[2] See page 375, No. 919, for totals covering entire road.
[4] See page 375, No. 929, for totals covering entire road.
[5] See page 375, No. 930, for totals covering entire road.

GROUP IV. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JU 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUM
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 22 / Col. 25	T ear a inc
		Stocks.	Bonds.	Rents.			Cols.
	Total—Group IV	*Dollars.* 159,447	*Dollars.* 143,210	*Dollars.* 2,585,356	*Dollars.* 3,770,125	*Per cent.* 7.92	Dol 47.(
942	Aberdeen & W. End Ry						
945	Atl. & Danv. Ry						
946	Atl. & N. C. R. R.						
947	Atl. Coast Line Assn.	17,464	1,945		72,338	1.68	4,
954	N. En. R. R. of S. C.: [1]						
955	Cent. R. R. of S. C.			31,000	31,037	100.00	
959	Wilm. & Weldon R. R.: [1]						
960	Wilm., Col. & Aug. R. R.			156,102	156,102	100.00	
964	Col., Newb. & Laurens R. R.						
176	Balt. & Ohio R/R.[2] [Line south of Harpers Ferry, W. Va.]	15,936	678		29,782	7.79	
967	Winch. & Strasb. R. R.			2,984	2,984	100.00	
968	Big Stone Gap & Powell's Vy. Ry.						
971	Cape Fear & Yad. Vy. Ry						
972	S. C. Pac. Ry.			6,276	6,276	100.00	
973	Car., Knoxv. & Wn. Ry.						
974	Car. Midl. Ry.						
975	Carthage R. R.						
979	Charleston & Sav. Ry				12,516	1.96	
980	Ashley Riv. R. R.			5,520	5,520	100.00	
981	Charleston, Cin. & Chic. R. R.						
983	Charleston, Sumter & Nn. R. R.						
984	Ches. & Ohio Ry.[3] [Line east of Huntington, W. Va.]	942	18,858		89,640	1.12	7,
985	Danv. & Wn. Ry						
986	Danv., Mocksv. & S. Wn. R. R.			1,776	1,776	100.00	
990	Farmv. & Powhatan R. R.				36,293	32.89	
991	Georget. & Wn. R. R						
993	Green Pond, Walterb. & Branchv. Ry.				405	1.67	
806	Kanawha & Mich. Ry.[4] [Line south of Ohio Riv.]				1,237	.68	
1001	Norf. & Car. R. R.				1,490	.41	
1002	Norf. & Ocean V. R. R.						
1003	Norf. & Sn. R. R.				8,197	2.02	
868	Norf. & Wn. R. R.[5] [Line south of Ohio Riv.]	77,928	30,000		176,821	1.80	9,
1007	Ohio Riv. R. R		1,207		1,207	.14	
1011	Palmetto R. R.				584	5.70	
481	Pennsylvania R. R.: [6]						
550	Phila., Wilm. & Balt. R. R.: [7]						
1013	Wash. Sn. Ry. (of Va.)			41,726	46,414	100.00	
1015	Port Roy. & Aug. Ry.[8]						
1016	Pot., Fredsb. & Piedmont R. R.				75	.22	
1017	Powellton & Pocahontas Ry						
1019	Rich. & Danv. R. R.		60,000		60,000	.56	10,
1020	Ashev. & Spartanb. R. R.			707	707	100.00	
1021	Charl., Col. & Aug. R. R.			210,974	210,974	100.00	
1022	Atl., Tenn. & Ohio R. R.	446		25,000	25,446	100.00	

[1] Report not filed; inserted to show relation of road following.
[2] Group figures assigned by this Office. See page 375, No. 176, for totals covering entire roa
[3] See page 375, No. 984, for totals covering entire road.
[4] Group figures assigned by this Office. See page 375, No. 806, for totals covering entire ro
[5] See page 375, No. 868, for totals covering entire road.
[6] Inserted to show relation of two roads following.
[7] Inserted to show relation of road following.
[8] Report of Receiver for period, April 26 to June 30, 1893.

GROUP IV. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
	Abbreviated name of road.	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
	Rich. & Danv. R. R.—Contd.						
	Charl., Col. & Aug. R. R.—Continued.						
1023	Cheraw & Chester N. G. R. R.	.....	.....	10,344	10,344	100.00	10,344
1024	Chester & Lenoir N. G. R. R.	.....	.....	23,478	23,478	100.00	23,478
1025	Col. & Greenv. R. R	.....	.....	183,373	183,373	100.00	183,373
1026	Laurens Ry	.....	.....	.....	.....	.....	.....
1027	Spartanb., Un. & Col. R. R.	.....	.....	50,000	50,000	100.00	50,000
1028	High Pt., Ran., Ashb. & Sn. R. R.	.....	.....	4,208	4,208	100.00	4,208
1029	Milton & Sutherlin R. R	.....	.....	.....	.....	.....	.....
1030	N. C. R. R	.....	.....	261,953	270,295	100.00	270,295
1031	N. C. Midl. R. R	.....	.....	[1] 3,012	[1] 2,012	100.00	[1] 3,012
1032	N. Wn. N. C. R. R.	.....	.....	23,960	23,960	100.00	23,960
1033	Oxf. & Clarksv. R. R.	.....	.....	[1] 3,030	[1] 3,030	100.00	[1] 3,030
1034	Clarksv. & N. C. R. R.[2]	.....	.....	516	516	100.00	516
1035	Oxf. & Hend. R. R.	.....	.....	[1] 3,920	[1] 3,920	100.00	[1] 3,920
1036	Piedmont R. R	.....	.....	60,000	60,000	100.00	60,000
1037	Rich. & Mecklenb. R. R.	.....	.....	17,678	17,678	100.00	17,678
1038	Rich., York Riv. & Ches. R. R.	.....	.....	91,850	91,850	100.00	91,850
1039	State Univ. R. R.	.....	.....	.....	.....	.....	.....
1040	Statesv. & Wn. R. R.	.....	.....	[1] 4,646	[1] 4,646	100.00	[1] 4,646
1041	Va. Midl. Ry	.....	.....	751,822	751,822	100.00	751,822
1043	Frank. & Pittsylv. R. R	.....	.....	7,000	7,000	100.00	7,000
1044	Wash., Ohio & Wn. R. R	.....	.....	54,227	54,227	100.00	54,227
1045	Wn. N. C. R. R	.....	.....	286,441	286,441	100.00	286,441
1046	Yadkin R. R	.....	.....	[1] 581	[1] 581	100.00	[1] 581
1047	Rich., Fredsb. & Pot. R. R.	700	2,640	.....	14,189	1.78	796,282
1048	Potomac R. R	.....	.....	7,303	7,303	100.00	7,303
1049	Rich., Fredsb. & Pot. & Rich. & Petersb. R. R. Con. Co.	.....	.....	15,876	16,924	100.00	16,924
1054	Seaboard & Roanoke R. R.	38,815	27,158	.....	143,773	16.65	863,683
1055	Roanoke & Tar Riv. R. R	.....	.....	16,250	16,250	100.00	16,250
1056	Car. Cent. R. R	.....	.....	.....	860	.17	505,053
1057	Wilm. Ry. Brg. Co.	.....	.....	.....	.....	.....	.....
1059	Ral. & Gaston R. R.	7,216	.....	.....	81,269	14.59	556,944
1061	Durham & Nn. Ry	.....	.....	.....	216	.38	57,268
1062	Ga., Car. & Nn. Ry. (lessee)	.....	.....	.....	275,015	38.27	718,540
	Ga., Car. & Nn. Ry. (lessor)	.....	.....	146,200	146,200	100.00	146,200
1063	Seaboard Air Line Belt R. R.[3]	.....	.....	.....	.....	.....	.....
1064	Ral. & Aug. Air Line R. R.	.....	.....	.....	2,377	.77	308,964
1066	S. Atl. & Ohio R. R.	.....	.....	.....	.....	.....	125,173
1067	S. Bound R. R	.....	.....	.....	.....	.....	234,630
1068	S. C. Ry	.....	.....	.....	.....	.....	1,380,337
1069	Car., Cumb. Gap & Chic. R. R.	.....	.....	18,750	18,750	100.00	18,750
1070	Suffolk & Car. Ry	.....	.....	.....	819	1.16	70,726
1071	Suffolk Lum. Co's. R. R.[4]	.....	.....	.....	.....	.....	15,911
1076	Vy. R. R. (of Va.)	.....	424	.....	2,471	1.92	128,753
1079	W. Va. & Pittsb. R. R	.....	.....	.....	[1] 3,659	.92	399,058
1080	W. Va. Cent. & Pittsb. Ry	.....	.....	.....	152,696	17.02	896,765
1081	Piedmont & Cumb. Ry	.....	.....	87,251	87,299	100.00	87,299
1082	Wheel. Brg. & Term. Ry	.....	.....	.....	9,749	14.87	65,544
1084	Wilm., Onslow & E. Car. R. R	.....	.....	.....	.....	.....	48,050
1086	Winifrede R. R	.....	.....	.....	.....	.....	48,618

[1] Debit item.
[2] Report for eight months ending June 30, 1893.
[3] Report for period, July 28, 1892 to June 30, 1893.
[4] Private lumber road.

OUP V. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

19	20	21	22	23	24	25
	INCOME FROM PROPERTY OWNED.					SUMMARY.
Abbreviated name of road.	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
	Stocks.	Bonds.	Rents.			
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
Total—Group V	403,418	745,534	5,796,002	8,606,602	9.55	90,151,250
Abbeville & Waycross Ry						13,275
Ala. & Vicksb. Ry						587,902
Ala. Gt. Sn. R. R				531	.03	1,823,928
Ala. Midl. Ry						490,768
Atlanta & W. Pt. R. R						446,732
Birm. & Atl. R. R						37,957
Birm., Selma & N. O. Ry						13,140
Birm., Sheff. & Tenn. Riv. Ry						223,891
Bruns. & Wn. R. R				6,202	1.08	573,297
Cent. R. R. & Bkg. Co. of Ga				307,062	5.11	6,007,016
Eatonton Brh. R. R						
Mobile & Girard R. R						
S. Wn. R. R. of Ga						
Chatt. Sn. Ry						86,308
Ches. & Nashv. Ry						54,405
Ches. & Ohio Ry.[1]				105,943	4.17	2,541,632
[Line west of Huntington, W. Va.]						
Ky. & S. Atl. Ry						12,955
Cin. & Ky. Sn. R. R				88	.60	14,777
Cin., N. O. & Tex. Pac. Ry				3		4,167,717
Cin. Sn. Ry			1,012,000	1,257,077	100.00	1,257,077
Cols. Sn. Ry						82,194
Dover & Statesboro R. R.[2]						
E. & W. R. R. of Ala						110,530
E. Tenn. & Wn. N. C. R. R						67,315
E. Tenn., Va. & Ga. Ry.[3]	50	300		15,539	.27	5,784,267
Knoxv. & Ohio R. R						515,360
Memph. & Charleston R. R				5,885	.39	1,520,240
En. Ky. Ry				[4] 2,814	5.21	54,057
Fla. Cent. & Penin. R. R				56,909	3.34	1,702,279
E. Fla. & Atl. R. R						9,053
Gadsden & Attalla Un. Ry.[5]						5,120
Georgia R. R	[6] 60,238	[6] 32,514		92,752	5.84	1,587,512
Ga. R. R. & Bkg. Co			600,000	650,103	100.00	650,103
Gainesv., Jeff. & Sn. R. R						37,329
Un. Pt. & White Plains R. R						5,683
Ga. Midl. & Gulf R. R						162,914
Ga. Sn. & Fla. R. R						817,322
Gulf & Chic. R. R						40,292
Hartwell R. R.[7]			871	871	100.00	871
Hartwell R. R.[8]						3,915
Ill. Cent. R. R.[9]						5,375,418
[Line south of Cairo, Ill.]						
Cant., Aberd. & Nashv. R. R			60,000	60,081	100.00	60,081
Chic., St. L. & N. O. R. R			1,648,750	1,648,750	100.00	1,648,750
Yazoo & Miss. Vy. R. R		17,887		[10] 118,076	4.71	2,508,445
Indn. Spgs. & Flovilla R. R						2,440
Jacksonv., Tampa & Key W. Ry.				1,322	.16	822,667
Fla. Sn. R. R				850	.18	482,460

[1] See page 375, No. 984, for totals covering entire road.
[2] Report of Receiver for period, February 12 to June 30, 1893.
[3] Report of Receivers for period, June 25, 1892 to June 30, 1893.
[4] Debit item.
[5] Report for five months ending June 1, 1893.
[6] From property held in the name of the Ga. R. R. & Bkg. Co.
[7] Report for five months ending November 30, 1892.
[8] Report of Receiver for seven months ending June 30, 1893.
[9] See page 375, No. 1173, for totals covering entire road.
[10] Includes $100,000, income from lease of 146.36 miles of line to Ill. Cent. R. R.

GROUP V. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19 Abbreviated name of road.	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100×Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
1186	Kans. Cy., Ft. Scott & Memph. R. R.: [1]						
1186	Kans. Cy., Memph. & Birm. R. R.	.....	3,000	.....	27,095	2.27	1,196,043
1190	Ky. Un. Ry	.....	.....	.....	.....	.....	226,847
1194	Knoxv., Cumb. Gap & Louisv. R. R.	.....	.....	.....	.....	.....	157,840
1197	Louisv. & Nashv. R. R. [2] [Line south of Ohio Riv.]	342,340	626,839	.....	1,257,073	5.55	22,667,777
1198	Ala. Minl. R. R	.....	.....	24,915	24,915	100.00	24,915
1199	Birm. Minl. R. R	.....	.....	299,571	299,571	100.00	299,571
1200	Elkton & Guthrie R. R	.....	.....	2,043	2,078	100.00	2,078
1201	Glasgow R. R	.....	.....	7,857	8,094	100.00	8,094
1202	Louisv. Ry. Tr. Co	.....	.....	60,895	60,895	100.00	60,895
1203	Mammoth Cave R. R	.....	.....	1,086	1,113	100.00	1,113
1204	Mobile & Montg. Ry	.....	.....	524,097	524,097	100.00	524,097
1205	Nashv. & Dec. R. R	.....	.....	450,663	450,663	100.00	450,663
1206	Nashv., Flor. & Sheff. Ry	.....	.....	28,447	28,447	100.00	28,447
1207	Nn. Div. Cumb. & Ohio R. R.	.....	.....	[3] 17,244	[3] 17,244	100.00	[3] 17,244
1208	Owensboro & Nashv. Ry	.....	.....	101,972	101,972	100.00	101,972
1209	Shelby R. R	.....	.....	15,000	15,000	100.00	15,000
1210	S. & N. Ala. R. R	.....	.....	481,801	481,801	100.00	481,801
1211	Sn. Div. Cumb. & Ohio R. R	.....	.....	21,138	21,138	100.00	21,138
1212	Hend. Brg. Co	.....	.....	.....	8,131	2.93	277,768
1213	Newpt. & Cin. Brg. Co	.....	.....	.....	903	.68	133,232
1215	Louisv. Brg. Co	.....	.....	.....	.....	.....	464,700
1172	Louisv., N. O. & Tex. Ry. [4]	.....	4,667	.....	4,667	.51	932,207
1227	Mobile & Birm. Ry	.....	307	.....	511	.18	281,884
1228	Mobile & Ohio R. R. [5] [Line south of Cairo, Ill.]	.....	.....	.....	233,684	9.47	2,467,594
1231	Nashv. & Knoxv. R. R	.....	.....	.....	.....	.....	79,983
1232	Nashv., Chatt. & St. L. Ry	766	60,020	.....	76,181	1.47	5,192,565
1235	N. O. & N. En. R. R	.....	.....	.....	2,829	.20	1,421,397
1236	Newpt. News & Miss. Vy. Co.: [6]						
1237	Ches., Ohio & S. Wn. R. R.	.....	.....	.....	24,330	.99	2,449,797
1238	Hodgenv. & Elizabetht. Ry	.....	.....	.....	440	3.83	11,501
1239	Ohio Vy. Ry	.....	.....	.....	23,938	6.26	382,464
1242	Troy & Tiptonv. R. R.	.....	.....	.....	.....	.....	3,406
1243	Oconee & Wn. R. R. [7]	.....	.....	.....	.....	.....	.....
1244	Orange Belt Ry	.....	.....	.....	.....	.....	118,268
1019	Rich. & Danv. R. R.: [8]						
1254	Atlanta & Charl. Air Line Ry	.....	.....	483,500	483,500	100.00	483,500
1255	Roswell R. R.	.....	.....	[2] 394	[2] 394	100.00	[2] 394
1256	Elberton Air Line R. R.	.....	.....	[2] 5,548	[2] 5,548	100.00	[2] 5,548
1257	Lawrencev. Brh. R. R.	.....	.....	[2] 4,080	[2] 4,080	100.00	[2] 4,080
1258	N. En. R. R. of Ga	.....	.....	[2] 1,338	[2] 1,338	100.00	[2] 1,338
1259	Ga. Pac. Ry	.....	.....	.....	.....	.....	1,957,044
1265	Salt Spgs. & Bowden Lithia R. R.	.....	.....	.....	.....	.....	1,200
1266	Sandersv. & Tennille R. R.	24	.....	.....	53	.71	7,425
1267	Sav., Amer. & Montg. Ry	.....	.....	.....	.....	.....	567,919
1269	Sav., Fla. & Wn. Ry	.....	.....	.....	146,857	4.82	3,044,900
1273	S. Bruns. Term. R. R	.....	.....	.....	.....	.....	.....
1274	S. Fla. R. R	.....	.....	.....	.....	.....	694,628
1279	Talbotton R. R	.....	.....	.....	.....	.....	9,407
1285	Tuskegee R. R. [9]	.....	.....	.....	.....	.....	10,352
1288	Wn. Ry. of Ala	.....	.....	.....	.....	.....	499,482

[1] Inserted to show relation of road following.
[2] See page 375, No. 1197, for totals covering entire road.
[3] Debit item.
[4] Report for four months ending Oct. 31, 1892. Consolidated with Yazoo & Miss. Vy. R. R., Oct. 31, 1892.
[5] See page 375, No. 1228, for totals covering entire road.
[6] Report not filed; inserted to show relation of four roads following.
[7] Report for period, October 11, 1892 to June 30, 1893.
[8] Inserted to show relation of six roads following.
[9] Partnership company.

GROUP VI. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19 Abbreviated name of road.	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
	Total—Group VI.	*Dollars.* 2,643,566	*Dollars.* 2,970,890	*Dollars.* 11,848,178	*Dollars.* 20,698,852	*Per cent.* 7.76	*Dollars.* 266,663,132
292	Abbotsf. & N. En. R. R.						19,772
295	Atch., Top. & S. Fé R. R. [1] [Line east of Kansas City, Mo.]	51,085	74,477		412,929	8.08	5,108,519
296	Belt Ry. of Chic.						828,814
297	Black H. & Ft. Pierre R. R.						188,236
299	Burl. & N. Wn. Ry						66,999
300	Burl. & Wn. Ry						75,756
301	Burl., Cedar Rap. & Nn. Ry.				35,640	.82	4,332,706
302	Cedar Rap. & Clinton Ry.						
303	Cedar Rap., Io. Falls & N. Wn. Ry.						
304	Chic., Deco. & Minn. Ry						
305	Io. Cy. & Wn. Ry						
307	Calumet & Blue I. Ry						440,910
310	Chic. & Alt. R. R.	46,532	233,920		286,817	3.29	8,712,080
311	Joliet & Chic. R. R.			105,750	105,750	100.00	105,750
312	Kans. Cy., St. L. & Chic. R. R. [2] [Line east of Missouri Riv.]			115,265	115,265	100.00	115,265
313	La. & Mo. Riv. R. R.			161,468	161,468	100.00	161,468
314	Miss. Riv. Brg. Co			70,370	70,370	100.00	70,370
316	Chic. & Calumet Term. Ry						222,456
317	Chic. & En. Ill. R. R.	55,800	4,683		61,824	1.37	4,513,701
319	Evansv., T. Haute & Chic. Ry			75,000	75,000	100.00	75,000
320	Ind. Block Coal R. R.			12,500	14,670	100.00	14,670
321	Chic. & Wn. Ind. R. R.			1,033,924	1,070,362	100.00	1,070,362
322	Chic. & Kenosha Ry						25,896
323	Chic. & N. Wn. Ry	727,709			771,111	2.30	33,489,740
327	Sioux Cy. & Pac. R. R.				6,379	1.15	553,170
328	Chic. & Ohio Riv. R. R.						94,316
329	Chic. & S. En. Ry. (of Ill.)						57,461
330	Chic., Burl. & Kans. Cy. Ry						361,760
331	Chic., Burl. & Nn. R. R. of Wis. and Minn.		6,500		6,500	.27	2,432,735
333	Chic., Burl. & Quin. R. R. [3] [Line east of Missouri Riv.]	580,185	207,323		903,687	4.19	21,584,430
334	Quin., Alt. & St. L. R. R.			42,000	42,000	100.00	42,000
335	Kans. Cy., St. Jos. & Coun. Bluffs R. R.						2,116,504
337	Chic., Ft. Mad. & Des M. Ry.						57,497
338	Chic. Gt. Wn. Ry.						5,025,411
339	Chic., St. P. & Kans. Cy. Ry.						
342	Chic., Milw. & St. P. Ry	65,957	10,697		122,140	.36	34,325,730
341	Chic., Rock I. & Pac. Ry. [4] [Line east of Missouri Riv.]	76,580	244,659		423,559	2.84	14,913,819
345	Des M. & Ft. Dodge R. R.		40	142,077	142,127	100.00	142,127
346	Keokuk & Des M. Ry			158,721	159,257	100.00	159,257
347	Peoria & Bureau Vy. R. R.			125,000	125,000	100.00	125,000
348	Chic., St. P., Minneap. & Om. Ry. [5] [Line east of Missouri Riv.]	3,704	7,143		95,766	1.15	8,331,922

[1] Group figures assigned by this Office. See page 375, No. 1295, for totals covering entire road.
[2] Group figures assigned by this Office. See page 375, No. 1312, for totals covering entire road.
[3] Group figures assigned by this Office. See page 375, No. 1333, for totals covering entire road.
[4] Group figures assigned by this Office. See page 375, No. 1344, for totals covering entire road.
[5] Group figures assigned by this Office. See page 375, No. 1348, for totals covering entire road.

GROUP VI. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	Abbreviated name of road.	19	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.						SUMMARY.
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
1351	Chippewa Riv. & Menomonie Ry.	.....	.....	.....	67,651	49.04	137,931
758	Clev., Cin., Chic. & St. L. Ry. [1] [Line west of Terre Haute, Ind.]	4,905	.....	.....	7,555	.25	3,009,526
1352	Kank. & Seneca Ry	.....	.....	.....	.....	.....	83,045
767	Peoria & En. Ry. [2] [Line west of Danville, Ill.]	.....	.....	.....	.....	.....	529,664
1354	Crooked Ck. R. R. & Coal Co.	.....	.....	.....	.....	.....	10,151
1356	Des M. & Kans. Cy. Ry	.....	.....	.....	.....	.....	117,744
1357	Des M. Nn. & Wn. Ry	.....	.....	.....	.....	.....	405,590
1358	Des M. Un. Ry. [3]	.....	.....	.....	.....	.....	.....
1360	Duluth & Iron Range R. R.	.....	.....	.....	8,681	.56	1,547,437
1361	Duluth & Winn. R. R.	.....	.....	.....	.....	.....	226,188
1364	Duluth, Missabe & Nn. Ry	.....	.....	.....	.....	.....	90,363
1366	Duluth, Red Wing & Sn. R. R.	.....	.....	.....	.....	.....	71,032
1367	Duluth, S. Shore & Atl. Ry	.....	.....	.....	6,447	.29	2,255,076
1370	E. St. L. Con. Ry	.....	.....	.....	.....	.....	150,312
1371	Elgin, Joliet & En. Ry	.....	.....	.....	.....	.....	920,032
780	Evansv. & T. Haute R. R.: [4]						
1372	Peoria, Dec. & Evansv. Ry	.....	.....	.....	2,384	.28	850,801
1375	Fulton Co. N. G. Ry	.....	.....	.....	.....	.....	46,525
1376	Gr. Tower & Carb. R. R	.....	.....	.....	.....	.....	149,693
1377	Gr. Tower & Cape Gir. R. R.	.....	.....	.....	2,991	5.13	58,325
1378	Gt. Nn. Ry. [5] [Line east of Minot, N. Dak.]	20,136	244,040	.....	979,041	8.08	12,111,201
1379	Minneap. Un. Ry	.....	.....	241,735	241,773	100.00	241,773
1380	St. P., Minneap. & Manit. Ry. [6] [Line east of Minot, N. Dak.]	.....	.....	2,914,692	2,914,692	100.00	2,914,692
1381	Duluth, Watert. & Pac. Ry.	.....	.....	.....	.....	.....	63,528
1382	Willmar & Sioux Falls Ry.	.....	.....	.....	.....	.....	500,229
1383	En. Ry. Co. of Minn	.....	14,670	.....	150,266	9.87	1,522,763
1384	Duluth Term. Ry.	.....	.....	.....	.....	.....	20,350
1386	Green Bay, Win. & St. P. R. R.	.....	.....	.....	.....	.....	481,934
1387	Green Bay, Stev. Pt. & Nn. R. R.	.....	.....	4,900	4,900	100.00	4,900
1388	Kewaunee, Green Bay & Wn. R. R.	.....	.....	.....	.....	.....	64,048
1389	Hann. & St. Jos. R. R.	.....	.....	.....	29,528	.96	3,080,589
1390	Quin. R. R. Brg. Co	.....	.....	175,000	176,341	100.00	176,341
1392	Humeston & Shen. R. R.	.....	.....	.....	256	.18	143,740
173	Ill. Cent. R. R. [7] [Line north of Cairo, Ill.]	229,954	1,112,610	.....	1,515,095	9.39	16,132,959
1393	Blue I. R. R	.....	.....	[8] 2,552	[8] 2,552	100.00	[8] 2,552
1394	Chic. & Springf. R. R	.....	.....	.....	.....	.....	.....
1395	Chic., Havana & Wn. R. R.	.....	.....	46,984	46,984	100.00	46,984
1396	Chic., Mad. & Nn. R. R	.....	.....	343,500	343,500	100.00	343,500

[1] Group figures assigned by this Office. See page 375, No. 758, for totals covering entire road.
[2] Group figures assigned by this Office. See page 375, No. 767, for totals covering entire road.
[3] This company performs service at Des Moines, Ia., for the Wabash, Des M., Nn. & Wn., and Chic. Gt. Wn. Ry. Cos., charging each road its due proportion of expenses thereby incurred, and receiving no earnings from operation.
[4] Inserted to show relation of road following.
[5] See page 375, No. 1378, for totals covering entire road.
[6] Group figures assigned by this Office. See page 375, No. 1380, for totals covering entire road.
[7] See page 375, No. 1173, for totals covering entire road.
[8] Debit item.

TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

19	20	21	22	23	24	25
	INCOME FROM PROPERTY OWNED.					SUMMARY.
	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col 25	Total earnings and income. Cols. 16+23
evised name of road.	Stocks.	Bonds.	Rents.			
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
t. R. R.—Continued.						
ine north of Cairo, Ill.]						
. & Sioux Cy. R. R		32,235	732,914	766,989	100.00	766,989
ar Falls & Minn. R. R.			113,370	113,370	100.00	113,370
& S. Wn. R. R.						
oul R. R		4,650	23,412	28,062	100.00	28,062
ic. R. R			37,664	37,664	100.00	37,664
l. & Io. R. R				40		782,880
. Dec. & Wn. Ry.[1]						252,406
Line in Illinois.]						
t. Ry				14,312	.73	1,956,870
isburg Brg. Co			35,460	35,460	100.00	35,460
& Centerv. Ry						32,610
Ry						21,500
uv., Louisv. & St. L.						
Peoria & St. L. Ry.:[2]						
L. & Chic. Ry			40,000	40,000	100.00	40,000
t Blue I. Ry						67,170
y. & Atl. R. R.[4]						1,032
t & Ham. Brg. Co						47,104
t & Wn. R. R						404,649
oo Vy. & Nn. Ry.[6]						13,724
Term. & Tr. Ry						113,929
s & Bureau Co. R. R.[6]						
& Nashv. R. R.[7]						1,323,660
ine north of Ohio Riv.]						
y. & Ft. Dodge R. R						140,500
Nn. R. R				444	.02	1,781,102
Sup. Ry				723	2.20	32,905
Bay V. & Chic. R. R						68,394
L. Shore & Wn. Ry		3,300		50,478	1.26	4,010,454
En. Gr. Trunk Ry			18,945	25,469	100.00	25,469
p. & St. L. Ry				22,791	1.09	2,099,491
Minn. & Pac. Ry				949	.31	309,218
ps En. Ry						51,600
p., St. P. & S. S. Marie						3,453,397
ns. & En. Ry.[8]						
& Ohio R. R.[9]						890,877
ine north of Cairo, Ill.]						
& Cairo R. R			180,928	180,928	100.00	180,928
. R. R.[10]	358,683	69,933		1,017,864	8.30	12,277,825
ine east of Montana.]						
h & Manit. R. R			186,060	186,060	100.00	186,060
Riv. Vy. R. R			57,780	57,780	100.00	57,780
& Nn. Pac. Ry			1,048,638	1,052,835	100.00	1,052,835
ent. Co. (lessee)				9,161	.16	5,640,355
ent. Co. (lessor)	238,486	340,278	966,063	1,586,149	100.00	1,586,149
, Wis. & Minn. R. R.		5,974	420,992	456,187	100.00	456,187
& Nn. Pac. R. R				65,936	4.60	1,434,335
ent. R. R			915,187	931,112	100.00	931,112

75, No. 800, for totals covering entire road.
filed; inserted to show relation of two roads following.
filed; inserted to show relation of road following.
period, June 15 to June 30, 1893.
operations by the United States Construction Company.
n operation.
75, No. 1197, for totals covering entire road.
r construction.
75, No. 1228, for totals covering entire road.
ver 2,037.70 miles, group portion of whole line; 264.95 miles not in United States. Group
ed by this Office. See page 375, No. 1438, for totals covering entire road.

GROUP VI. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars*
	Nn. Pac. R. R.—Continued.						
	Wis. Cent. R. R.—Continued.						
1455	Milw. & L. Winnebago R. R.	.....	1,503	218,928	222,362	100.00	222,362
1456	Packw. & Mont. R. R	.....	.....	5,040	5,040	100.00	5,040
870	Ohio & Miss. Ry.[1]	.....	.....	.....	.....	.....	2,197,927
	[Line west of Vincennes, Ind.]						
1457	Om. & St. L. Ry	.....	.....	.....	52,281	7.91	660,749
1458	Pawnee R. R	.....	.....	.....	.....	.....	10,845
872	Pennsylvania Co.:[2]						
1460	E. St. L. & Carondelet Ry	.....	.....	.....	75	.07	110,868
1463	Port Edw., Centralia & Nn. Ry	.....	.....	.....	.....	.....	36,957
1464	Prairie du C. & McG. Ry	.....	.....	.....	.....	.....	64,031
1465	Quin., Om. & Kans. Cy. Ry	.....	.....	.....	.....	.....	279,259
1466	Rock I. & Peoria Ry	280	.....	.....	11,800	1.70	694,520
1470	St. L., Alt. & T. Haute R. R	.....	350,520	.....	430,276	20.98	2,049,801
1471	Bellev. & Carondelet R. R	.....	.....	30,000	30,000	100.00	30,000
1472	Bellev. & Eldo. R. R.	.....	.....	19,308	19,308	100.00	19,308
1473	Bellev. & Sn. Ill. R. R.	.....	.....	228,581	229,603	100.00	229,603
1474	Chic., St. L. & Padu. Ry	.....	.....	72,740	72,740	100.00	72,740
1475	St. L. Sn. R. R	.....	.....	80,156	80,196	100.00	80,196
1476	Carb. & Shawneet. R. R.	.....	.....	10,000	10,000	100.00	10,000
1481	St. L., Indpls. & En. R. R	.....	.....	.....	.....	.....	92,764
1482	St. L., Keokuk & N. Wn. R. R	.....	.....	.....	17	.....	1,767,283
1483	St. P. & Duluth R. R	11,387	162	.....	219,322	9.37	2,340,873
1484	Duluth S. Line Ry	.....	.....	25,000	25,000	100.00	25,000
1486	St. Cloud, Granteb. & Ashl. R. R.	.....	.....	.....	.....	.....	.....
1487	Stillwater & St. P. R. R.	.....	.....	20,000	20,000	100.00	20,000
1488	Taylor's Falls & L. Sup. R. R.	.....	.....	12,600	12,600	100.00	12,600
1489	St. P. Un. Depot Co	.....	.....	.....	.....	.....	160,545
1490	Sioux Cy. & Nn. R. R	.....	.....	.....	17,841	4.28	416,763
1492	Sioux Falls Term. R. R.	.....	.....	.....	.....	.....	.....
1496	Tabor & Nn. Ry	.....	.....	.....	830	7.62	10,895
919	T. Haute & Indpls. R. R.[3]	.....	.....	.....	.....	.....	2,252,485
	[Line in Illinois.]						
1497	St. L., Van. & T. Haute R. R.	.....	.....	582,078	585,679	100.00	585,679
1499	Tol., Peoria & Wn. Ry	.....	.....	.....	47,304	4.58	1,032,936
929	Tol., St. L. & Kans. Cy. R. R.[4]	.....	.....	.....	.....	.....	712,811
	[Line in Illinois.]						
930	Wabash R. R.[5]	172,183	1,573	.....	222,661	2.48	8,983,889
	[Line west of Danville, Ill.]						
1501	Boone Co. & Boonv. Ry	.....	.....	.....	.....	.....	.....
1507	Wabash, Chester & Wn. R. R	.....	.....	.....	.....	.....	94,492
1510	Win. & S. Wn. Ry	.....	.....	.....	.....	.....	162,475
1511	Win. Brg. Ry	.....	.....	.....	.....	.....	28,638
1512	Wis. & Chippewa Ry	.....	.....	.....	.....	.....	8,554

[1] Group figures assigned by this Office. See page 375, No. 870, for totals covering entire road.
[2] Inserted to show relation of road following.
[3] See page 375, No. 919, for totals covering entire road.
[4] Group figures assigned by this Office. See page 375, No. 929, for totals covering entire road.
[5] Group figures assigned by this Office. See page 375, No. 930, for totals covering entire road.

GROUP VII. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
	Abbreviated name of road.	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income.	Total earnings and income.
		Stocks.	Bonds.	Rents.		100×Col. 23 / Col. 25	Cols. 16+23
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
	Total—Group VII	765,723	1,179,983	2,287,787	5,407,990	10.24	52,805,46[illegible]463
1323	Chic. & N. Wn. Ry.: [1]						
1514	Fress. Elk. & Mo. Vy. R. R.						3,590,9[illegible]965
1333	Chic., Burl. & Quin. R. R. [2]	361,521	129,185		563,099	4.16	13,476,2[illegible]22
	(Line west of Missouri Riv.)						
1348	Chic., St. P., Minneap. & Om. Ry. [3]	496	957		12,825	1.33	967,4[illegible]90
	(Line west of Missouri Riv.)						
1516	Gt. Falls & Can. Ry						80,7[illegible]98
1378	Gt. Nn. Ry. [4]						2,429,9[illegible]32
	(Line west of Minot, N. Dak.)						
1380	St. P., Minneap. & Manit. Ry. [5]			1,732,457	1,732,457	100.00	1,732,4[illegible]457
	(Line west of Minot, N. Dak.)						
1517	Mont. Cent. Ry				2,003	.17	1,159,5[illegible]530
1518	Kear. & Black H. Ry		325		325	2.45	132,6[illegible]617
1606	Mo. Pac. Ry.: [1]						
1521	Pac. Ry. in Nebr						
1438	Nn. Pac. R. R. [6]	175,029	34,126		496,694	6.77	7,336,4[illegible]430
	(Line in Idaho and Montana.)						
1527	Hel. & Red. Mtn. R. R.			24,000	24,000	100.00	24,0[illegible]000
1524	Nn. Pac. & Mont. R. R.			530,580	530,580	100.00	530,[illegible]580
1527	Sioux Cy., O'Neill & Wn. Ry				6,146	3.07	200,[illegible]434
1529	Un. Pac. Ry. [7]	228,677	1,015,330		1,857,332	10.75	17,279,[illegible]995
	(Union and Cheyenne Divisions.)						
1530	Lar., N. Park & Pac. R. R. & Tel. Co. [8]						120
	Lar., N. Park & Pac. R. R. & Tel. Co. [9]			750	750	100.00	750
1531	Brighton & Bould. Brh. R. R.						24,[illegible]170
1532	Carb. Cut Off Ry						35,[illegible]310
1533	Mont. Un. Ry				2,624	.28	932,[illegible]290
1535	Oc. & Repub. Vy. Ry						1,303,[illegible]828
1536	St. Jos. & Gr. I. R. R.				60,790	5.22	1,164,[illegible]446
1537	Kans. Cy. & Om. R. R.				115,365	37.81	31[illegible],083

[1] Inserted to show relation of road following.
[2] Group figures assigned by this office. See page 375, No. 1[illegible] for totals covering entire road.
[3] Group figures assigned by this office. See page 375, No. 1[illegible] for totals covering entire road.
[4] See page 375, No. 1[illegible] for totals covering entire road.
[5] Group figures assigned by this office. See page 375, No. 1380 for totals covering entire road.
[6] Group figures assigned by this office. See page 375, No. 1[illegible] for totals covering entire road.
[7] Group figures assigned by this office. See page 375, No. 1529 for totals covering entire road.
[8] Report for six months ending December 31, 1892.
[9] Report for six months ending June 30, 1893.

GROUP VIII. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
	Abbreviated name of road.	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
	Total—Group VIII.....	*Dollars.* 625,523	*Dollars.* 1,524,724	*Dollars.* 2,322,649	*Dollars.* 6,928,402	*Per cent.* 6.08	*Dollars.* 113,937,545
38	Ark. & La. Ry.....				2,111	3.94	53,621
95	Atch., Top. & S. Fé R. R. [1] .... [Line west of Kansas City, Mo.]	223,714	326,153		1,808,314	7.26	24,899,285
44	Atl. & Pac. R. R. [2]..... [Central Division.]						161,219
45	Colo. Midl. Ry						2,099,683
46	Aspen S. Line Ry.....			8,800	8,875	100.00	8,875
48	Manh., Al. & Bgame. Ry.....						39,878
49	St. L. & San Fran. Ry.....	146	147,228		162,097	2.10	7,704,755
51	Ft. Smith & Van Buren Brg. Co.			81,224	81,224	100.00	81,224
52	Kans. Cy. & S. Wn. R. R....			44,640	44,640	100.00	44,640
53	Kans. Midl. Ry.....			64,320	64,320	100.00	64,320
57	St. L., Kans. & S. Wn. R.R.			53,400	53,400	100.00	53,400
58	St. L., Salem & Ark. Ry...			40,500	40,500	100.00	40,500
59	St. L., Kans. Cy. & Colo. R.R.						92,739
60	Wich. & Wn. Ry						177,820
10	Chic. & Alt. R. R.: [3]						
12	Kans. Cy., St. L. & Chic. R. R. [4] [Line west of Missouri Riv.]			220,980	220,980	100.00	220,980
14	Chic., Rock I. & Pac. Ry. [5]..... [Line west of Missouri Riv.]	40,569	129,609		223,453	3.32	6,729,891
54	Choctaw Coal & Ry. Co.....				80,843	25.58	316,023
56	Crystal Ry.....						16,141
59	Denison & Washita Vy. Ry ...						35,565
70	Denver & Rio G. R. R.....		74,000		88,400	.94	9,391,647
71	Rio G. Gunnison Ry			6,000	6,000	100.00	6,000
72	Rio G. Jctn. Ry			99,092	99,092	100.00	99,092
73	Denver, Lakewood & Golden R. R.						41,942
75	Dodge Cy., Montez. & Trin. Ry						5,781
76	Eureka Spgs. Ry.....						88,247
83	Hutchinson & Sn. R. R.....						76,211
85	Kans. Cy. Belt Ry.....						255,845
86	Kans. Cy., Ft. Scott & Memph. R. R.	33,000			33,000	.65	5,099,152
87	Current Riv. R. R						198,595
89	Kans. Cy., Clinton & Springf. R. R.						351,560
92	Kans. Cy., Pittsb. & Gulf R. R. [6]						57,799
97	Little Rock & Memph. R. R...						400,230
98	La., Ark. & Mo. R. R. [7].....						
100	Manitou & Pike's Peak Ry ...				5	.01	78,573
102	Miss. Riv. & Bonne T. Ry.....						156,977
104	Mo., Kans. & Tex. Ry. [8]..... [Line north of Denison, Tex.]						6,403,009
105	Kans. Cy. & Pac. Ry.....						

[1] Group figures assigned by this Office. See page 375, No. 1295, for totals covering entire road.
[2] See page 375, No. 1544, for totals covering entire road.
[3] Inserted to show relation of road following.
[4] Group figures assigned by this Office. See page 375, No. 1312, for totals covering entire road.
[5] Group figures assigned by this Office. See page 375, No. 1344, for totals covering entire road.
[6] Report for six months ending June 30, 1893.
[7] Road not in operation.
[8] See page 375, No. 16[illegible], for totals covering entire road.

GROUP VIII. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19 Abbreviated name of road.	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+2
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
1606	Mo. Pac. Ry	254,416	72,375		505,287	3.36	15,059
1607	Boonv., St. L. & Sn. Ry			25,000	25,000	100.00	25
1609	Kanop. & Kans. Cent. Ry						
1610	Kans. & Colo. Pac. Ry			40,300	40,300	100.00	4
1611	Kans. Cy. & S. Wn. Ry. (of Mo.)						
1612	Kans. Cy. & S. Wn. Ry. (of Kans.)						
1613	Kans. S. Wn. Ry						
1614	LeRoy & Caney Vy. Air Line Ry.			26,000	26,000	100.00	26,000
1617	Pueb. & State Line R. R			113,500	113,500	100.00	113,500
1618	Rooks Co. R. R						
1619	St. L., Oak H. & Carondelet Ry.						
1620	Cent. Brh. Un. Pac. R. R				412	.03	1,251,896
1621	Atch., Colo. & Pac. R. R			253,500	253,500	100.00	253,500
1622	Atch., Jew. Co. & Wn. R. R.			33,875	33,875	100.00	33,875
1623	Kans. Cy., Wyand. & N. Wn. R. R.				8,000	2.17	368,388
1624	Kans. Cy., Law. & Wich. R. R.						
1625	Law. & Emp. Ry			1,000	1,000	100.00	1,000
1626	Kans. Cy. & Beatrice R. R						14,105
1627	St. L., Iron Mtn. & Sn. Ry	1,340	1,750		36,854	.30	12,439,384
1629	Kans. & Ark. Vy. Ry			170,600	170,600	100.00	170,600
1630	Little Rock & Ft. Smith Ry			346,548	346,548	100.00	346,548
1631	Little Rock Jctn. Ry			26,470	26,470	100.00	26,470
1632	Bellevue Vy. R. R. [1]						
1633	Sedalia, Warsaw & S. Wn. Ry						37,617
1634	Mo. Sn. R. R						20,727
1635	Mo. S. En. Ry						880
1636	Montg. & Wn. R. R						
1639	Pine Bluff & En. R. R		10,000		10,000	43.76	22,853
1644	St. L. S. Wn. Ry		415,846		415,846	11.39	3,650,576
1649	St. L. Tr. Ry						114,117
1653	Term. R. R. Assn. of St. L				226,574	11.19	2,025,835
1654	St. L. Brg. Co			591,900	591,900	100.00	591,900
1655	Tunnel R. R. of St. L			75,000	75,000	100.00	75,000
1656	Texarkana & Ft. Smith Ry. [2]						34,186
1657	Texarkana & Shrevept. R. R						34,178
1658	Ultima T., Arkadel. & Miss. Ry.						
1529	Un. Pac. Ry. [2] [Kansas Div. and Leavenworth Branch.]	61,338	272,359		498,194	10.33	4,819,571
1661	Denver, Leadv. & Gunnison Ry.						999,521
1662	Jctn. Cy. & Ft. Kear. Ry						161,646
1663	Kans. Cent. R. R						172,960
1664	Leav., Top. & S. Wn. Ry						29,210
1665	Sal. & S. Wn. Ry						63,669
1666	Solomon R. R						167,873
1668	Un. Pac., Denver & Gulf Ry.	11,000	75,404		488,174	10.44	4,673,017
1669	Un. Pac., Linc. & Colo. Ry				18,114	4.08	444,473
1670	White & Black Riv. Vy. Ry						76,891

[1] No report of operations.
[2] Report for seven months ending June 30, 1893.
[3] Group figures assigned by this Office. See page 375, No. 1529, for totals covering entire road.

GROUP IX. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
		Stocks.	Bonds.	Rents.			
	Total—Group IX	*Dollars.* 15,364	*Dollars.* 47,998	*Dollars.* 3,629,530	*Dollars.* 5,100,658	*Per cent.* 10.83	*Dollars.* 47,096,307
1295	Atch., Top. & S. Fé R. R.: [1]						
1675	Gulf, Colo. & S. Fé Ry						5,320,999
1677	Austin & N. Wn. R. R						269,577
1680	Chic., Rock I. & Tex Ry. [2]						35,964
1686	Ft. Wor. & Rio G. Ry						405,538
1687	Galv. & Wn. Ry				88	.83	10,548
1689	Hearne & Brazos Vy. R. R						24,613
1690	Houston & Tex. Cent. R. R. [3]				594,875	44.47	1,337,702
1691	Ft. Wor. & N. O. Ry			56,132	58,932	100.00	58,932
1692	Cent. Tex. & N. Wn. Ry				346	.35	99,045
1693	Houston Belt & Magnolia Park Ry.						6,627
1694	Houston E. & W. Tex. Ry				11,711	2.56	457,563
1695	Houston & Shrevept. R. R						81,013
1697	Internat. & Gt. Nn. R. R	3,000	30		9,034	.23	3,974,389
1698	Galv., Houston & Hend. R. R. of 1882.				78	.01	561,270
1699	Kans. Cy., Watkins & Gulf Ry. [4]				249	.43	57,707
1703	Minden R. R. & Compress Co						14,122
1604	Mo., Kans. & Tex. Ry. [5] [Line south of Denison, Tex.]						3,985,183
1712	N. O. & N. Wn. Ry				14,796	18.74	78,941
1719	Paris, Marsh. & Sab. Pass Ry						16,867
1720	Pecos Vy. Ry	2,500			4,018	7.36	54,620
1721	Pecos Riv. R. R				27	.04	72,059
1722	Rio G. R. R						53,906
1723	Rio G. & Eagle Pass Ry				1,161	8.06	14,396
1725	St. L. S. Wn. Ry. of Tex		9,444		9,444	.54	1,760,012
1726	Tyler S. En. Ry		660		660	.50	131,442
1727	San Ant. & Aransas Pass Ry						1,893,620
1729	Sherman, Shrevept. & Sn. Ry. [6]				3,854	3.60	107,103
1731	Sn. Pac. Co. [7] [Atlantic System.]		20,224		517,738	4.33	11,944,870
1732	Galv., Harrisb. & San Ant. Ry.			1,314,249	1,327,792	100.00	1,327,792
1733	La. Wn. R. R			321,361	321,361	100.00	321,361
1734	Morgan's La. & Tex. R. R.			1,066,388	1,089,188	100.00	1,089,188
1735	Gulf, Wn. Tex. & Pac. Ry.	9,864		[8] 79,229	[8] 64,613	100.00	[8] 64,613
1736	N. Y., Tex. & Mexican Ry.			104,389	104,389	100.00	104,389
1737	Tex. & N. O. R. R. of 1874			838,606	881,775	100.00	881,775
1738	Tex. Transp. Co			[8] 2,366	[8] 2,366	100.00	[8] 2,366
1740	Tex. & Pac. Ry		250		171,972	2.28	7,554,046
1741	Tex. Cent. R. R						337,529
1742	Tex. Mexican Ry						183,074
1743	Tex. Midl. R. R. [9]						10,771
1744	Tex., Sab. Vy. & N. Wn. Ry				242	.43	55,973
1747	Tex. Trunk R. R				135	.22	60,559

[1] Inserted to show relation of road following.
[2] Report for period January 22 to June 30, 1893.
[3] Report for three months ending June 30, 1893.
[4] Report for nine months ending June 30, 1893.
[5] See page 375, No. 1604, for totals covering entire road.
[6] Report for five months ending June 30, 1893.
[7] Group figures assigned by this Office. See page 375, No. 1731, for totals covering entire road.
[8] Debit item.
[9] Report for period, February 25 to June 30, 1893.

GROUP IX. TABLE III.—EARNINGS AND INCOME FOR THE YEAR EN 1893—Continued.

B.—*Income from Property Owned but not Operated*—Contin

No.	Abbreviated name of road.	19	20	21	22	23	
		INCOME FROM PROPERTY OWNED.					
		Source of income.			Total income from property described, including miscellaneous.	Pr tio to earn a inc 100× / Co
		Stocks.	Bonds.	Rents.		
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per*
1529	Un. Pac. Ry.: [1]					
1668	Un. Pac., Denver & Gulf Ry.: [2]					
1749	Ft. Wor. & Denver Cy. Ry.	.....	17,390	.....	17,900	
1750	Ft. Wor. & Denver Term. Ry.	.....	.....	10,000	10,000	10
1752	Velasco Term. Ry.	.....	.....	.....	.....	.....
1753	Vicksb., Shrevept. & Pac. R. R.	.....	.....	.....	14,206	
1755	Weatherf., Minl. Wells & N. Wn. Ry.	.....	.....	.....	.....	.....
1756	Wich. Vy. Ry.	.....	.....	.....	1,668	

[1] Inserted to show relation of three roads following.
[2] Inserted to show relation of two roads following.

GROUP X. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893.—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	Abbreviated name of road.	19	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.						SUMMARY.
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols 16+23
		Stocks.	Bonds.	Rents.			
	Total—Group X	*Dollars.* 998,023	*Dollars.* 328,202	*Dollars.* 15,760,823	*Dollars.* 19,651,989	*Per cent.* 23.01	*Dollars.* 85,411,613
1758	Arcata & Mad Riv. R. R.						94,204
1759	Ariz. & New Mex. Ry.						184,174
1760	Ariz. & S. En. R. R.						117,953
1295	Atch., Top. & S. Fé R. R.: [1]						
1544	Atl. & Pac. R. R. [2] [Western and California Divisions.]				23,217	.68	3,426,044
1762	New Mex. & Ariz. R. R.						197,213
1763	Sn. Cal. Ry.				3,727	.16	2,291,397
1768	Buckspt. & Elk Riv. R. R.						37,746
1771	Carson & Colo. Ry.						213,409
1776	Colusa & L. R. R.				801	3.01	26,595
1777	Coos Bay, Roseb. & En. R. R. & Nav. Co. [3]						
1781	Eureka & Palisade R. R.		7,000		4,143	3.89	106,485
1787	Gt. Salt L. & Hot Spgs. Ry.						
1791	Ilwaco Ry. & Nav. Co.				8,548	30.56	27,969
1797	Los Ang. Term. Ry. [4]				37,500	30.33	123,627
1799	Maricopa & Phœnix R. R.				2,456	1.49	164,771
1803	Nev.--Cal.--Oregon Ry. [5] / Nev.--Cal.--Oregon Ry. [4]				103	.33	36,574 / 30,992
1438	Nn. Pac. R. R. [6] [Line west of Idaho.]	150,798	29,401		427,930	6.62	6,463,409
1806	Cent. Wash. R. R.			129,000	129,000	100.00	129,000
1808	Cœur d'Alene Ry. & Nav. Co.			74,280	74,280	100.00	74,280
1812	Spokane & Palouse Ry.			166,860	166,860	100.00	166,860
1816	Seattle, L. Shore & En. Ry.						474,824
1817	N. Pac. Coast R. R. [4]						200,550
1759	Oregon & Wash. T. R. R. [7]						101,649
1833	Rio G. Wn. Ry.		22,131		23,734	.94	2,520,196
1839	Salt L. & Los Ang. Ry.						10,869
1841	San Fran. & N. Pac. Ry.						876,278
1851	Sierra Vy. & Mohawk R. R. [8]						
1852	Silv. Cy. & Nn. R. R.						13,174
1731	Sn. Pac. Co. [8] [Pacific System.]		71,702		507,968	1.39	36,474,955
1854	Cal. Pac. R. R.			600,000	600,000	100.00	600,000
1855	Cent. Pac. R. R.	35	1,238	4,660,315	6,007,627	100.00	6,007,627
1856	Northern Ry.			1,163,426	1,176,124	100.00	1,176,124
1857	Nn. Cal. Ry.			47,250	47,250	100.00	47,250
1858	Oregon & Cal. R. R.			408,820	514,602	100.00	514,602
1859	Oregonian R. R.						
1796	Portl. & Willamette Vy. Ry. [9]			4,227	4,227	100.00	4,227
1860	Portl. & Yamhill R. R. [10]			14,894	14,894	100.00	14,894
1861	Sn. Pac. R. R. of Ariz.			867,087	867,087	100.00	867,087

[1] Inserted to show relation of three roads following.
[2] See page 375, No. 1544, for totals covering entire road.
[3] Road not in operation.
[4] Report for six months ending June 30, 1893.
[5] Report for six months ending December 31, 1892.
[6] Group figures assigned by this Office. See page 375, No. 1438 for totals covering entire road.
[7] Report of Receiver for period July 1 to November 4, 1892. Reorganized as Washington and Columbia River Ry., November 4, 1892.
[8] Group figures assigned by this Office. See page 375, No. 1731, for totals covering entire road.
[9] Report of Receiver for two months ending August 31, 1892. Reorganized as Portland and Yamhill R. R., August 31, 1892.
[10] Report for ten months ending June 30, 1893.

GROUP X. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1893—Continued.

B.—*Income from Property Owned but not Operated*—Continued.

No.	19	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
	Abbreviated name of road.	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+22
		Stocks.	Bonds.	Rents.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
	Sn. Pac. Co.—Continued. [Pacific System.]						
1862	Sn. Pac. R. R. of Cal.			3,869,304	4,234,733	100.00	4,234,733
1863	Sn. Pac. R. R. of New Mex.			411,052	424,702	100.00	424,702
1864	S. Pac. Coast Ry.			220,000	220,000	100.00	220,000
1867	Sumpter Vy. Ry. [1]						11,658
1529	Un. Pac. Ry. : [2]						
1870	Echo & Park Cy. Ry						125,172
1871	Oregon S. Line & Utah Nn. Ry.	842,065	120,680		1,035,228	12.81	8,080,140
1872	Oregon Ry. & Nav. Co. (lessee).	125	17,500		[3] 95,259	2.04	4,664,463
	Oregon Ry. & Nav. Co. (lessor).		58,550	2,656,614	2,722,763	100.00	2,722,763
1873	Cascade R. R.						
1874	Col. & Palouse R. R.			169,740	169,740	100.00	169,740
1875	Mill Ck. Flume & Mfg. Co.						
1876	Oregon Ry. Ex. Co			75,579	75,579	100.00	75,579
1878	Wash. & Idaho R. R.			222,375	222,375	100.00	222,375
1881	Utah Cent. Ry						
1882	Vancouver, Klickitat & Yakima R. R.						1,429
1883	Va. & Truckee R. R.						40,814
1884	Visalia R. R. [4]						3,134
1885	Visalia & Tulare R. R						1,388
1887	Wash. & Col. Riv. Ry. [5]						1,542
1888	Wash. Sn. Ry. (of Wash.)						6,973

[1] Report for six months ending June 30, 1893.
[2] Inserted to show relation of nine roads following.
[3] Debit item.
[4] Report for eighteen months ending June 30, 1893.
[5] Report for period November 4 1892, to June 30, 1893.

III.—Supplement.—Earnings and Income for the Year ending June 30, 1893.

B.—*Income from Property Owned but not Operated.*

[Showing totalized figures for certain roads lying in more than one group.]

19	20	21	22	23	24	25
	INCOME FROM PROPERTY OWNED.					SUMMARY.
Abbreviated name of road.	Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 / Col. 25	Total earnings and income. Cols. 16+23
	Stocks.	Bonds.	Rents.			
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	*Dollars.*
nadian Pac. Ry. [1]				203,603	.96	21,250,464
lt. & Ohio R. R. [2]	1,002,251	42,628		1,873,083	6.66	28,135,065
Y., L. Erie & Wn. R. R. [3]	122,946	231,978		651,901	2.08	31,289,980
ev., Cin., Chic. & St. L. Ry. [4]	19,805			30,503	.21	14,699,559
Peoria & En. Ry. [5]						1,740,502
dpls., Dec. & Wn. Ry. [6]						504,930
anawha & Mich. Ry. [7]				2,475	.68	363,704
rf. & Wn. R. R. [8]	77,928	30,000		176,621	1.66	10,622,014
io & Miss. Ry. [9]						4,299,287
Haute & Indpls. R. R. [10]	56,440	210		109,775	2.40	4,568,289
l., St. L. & Kans. Cy. R. R. [11]						2,167,074
abash R. R. [12]	247,318	2,260		319,824	2.17	14,739,532
es. & Ohio Ry. [13]	942	18,858		195,583	1.86	10,535,143
. Cent. R. R. [14]	229,954	1,112,610		1,515,095	7.04	21,508,376
nisv. & Nashv. R. R. [15]	342,340	626,839		1,257,073	5.24	23,990,937
obile & Ohio R. R. [16]				233,684	6.96	3,358,471
ch., Top. & S. Fé R. R. [17]	274,800	400,630		2,221,243	7.40	30,007,804
ic. & Alt. R. R.: [18]						
Kans. Cy., St. L. & Chic. R. R. [19]			336,245	336,245	100.00	336,245
ic., Burl. & Quin. R. R. [20]	941,706	336,508		1,466,786	4.18	35,060,652
ic., Rock I. & Pac. Ry. [21]	117,149	374,269		647,013	2.99	21,643,705
ic., St. P., Minneap. & Om. Ry. [22]	4,200	8,100		108,590	1.17	9,299,410
. Nn. Ry. [23]	20,136	244,040		979,041	6.73	14,541,133
St. P., Minneap. & Manit. Ry. [24]			4,647,150	4,647,150	100.00	4,647,150
n. Pac. R. R. [25]	684,509	133,461		1,942,488	7.45	26,077,674
n. Pac. Ry. [26]	290,015	1,287,749		2,355,526	10.66	22,099,566
ch., Top. & S. Fé R. R.: [18]						
Atl. & Pac. R. R. [27]				23,217	.65	3,587,262
., Kans. & Tex. Ry. [28]						10,388,191
. Pac. Co. [29]		91,925		1,025,705	2.12	48,419,824

[1] Lies in Group I and outside the United States; see page 346, No. 43.
[2] Lies in Groups II, III, and IV; see pages 349, 356, and 360, No. 176.
[3] Lies in Groups II and III; see pages 351 and 358, No. 428.
[4] Lies in Groups III and VI; see pages 356 and 365, No. 758.
[5] Lies in Groups III and VI; see pages 356 and 365, No. 767.
[6] Lies in Groups III and VI; see pages 357 and 366, No. 800.
[7] Lies in Groups III and IV; see pages 357 and 360, No. 806.
[8] Lies in Groups III and IV; see pages 358 and 360, No. 868.
[9] Lies in Groups III and VI; see pages 358 and 367, No. 870.
[10] Lies in Groups III and VI; see pages 359 and 367, No. 919.
[11] Lies in Groups III and VI; see pages 359 and 367, No. 929.
[12] Lies in Groups III and VI; see pages 359 and 367, No. 930.
[13] Lies in Groups IV and V; see pages 360 and 362, No. 984.
[14] Lies in Groups V and VI; see pages 362 and 365, No. 1173.
[15] Lies in Groups V and VI; see pages 363 and 366, No. 1197.
[16] Lies in Groups V and VI; see pages 363 and 366, No. 1228.
[17] Lies in Groups VI and VIII; see pages 364 and 369, No. 1295.
[18] Inserted to show relation of road following.
[19] Lies in Groups VI and VIII; see pages 364 and 369, No. 1312.
[20] Lies in Groups VI and VII; see pages 364 and 368, No. 1333.
[21] Lies in Groups VI and VIII; see pages 364 and 369, No. 1344.
[22] Lies in Groups VI and VII; see pages 364 and 368, No. 1348.
[23] Lies in Groups VI and VII; see pages 365 and 368, No. 1378.
[24] Lies in Groups VI and VII; see pages 365 and 368, No. 1380.
[25] Lies in Groups VI, VII, and X; see pages 366, 368, and 373, No. 1438.
[26] Lies in Groups VII and VIII; see pages 368 and 370, No. 1529.
[27] Lies in Groups VIII and X; see pages 369 and 373, No. 1544.
[28] Lies in Groups VIII and IX; see pages 369 and 371, No. 1604.
[29] Lies in Groups IX and X; see pages 371 and 373, No. 1731.

TABLE IV.

GENERAL EXPENDITURES

FOR

THE YEAR ENDING JUNE 30, 1893.

A.—OPERATING EXPENSES.

EXPLANATORY NOTE.

The statistics in this table have been compiled on the basis of the territorial grouping adopted in 1890. The roads appearing in column 1 of this table are, with a few exceptions, which are explained by footnotes, those filing operating reports in season for use in all tabulations. In columns 6, 7, 8, and 9, the last three figures of the items, representing hundreds, have been omitted. Totalized figures for certain roads lying in more than one group are shown in the "Supplement," page 400. The data for some of the roads of this class appearing in this table were assigned to groups in this Office, as indicated by footnotes.

A discussion of the data in this table, and in Table IV–B and C will be found on pages 57 to 64, inclusive. Page 57 contains a "Comparative Summary of Expenditures and Analysis of Operating Expenses" for the years 1893 to 1891, inclusive, and similar information, by groups, for 1893 is on pages 57, 58, and 59. A "Summary Showing the Proportion of Earnings from Operation and Operating Expenses Assignable to Passenger and Freight Service, by Groups," appears on page 62. Page 63 contains a "Summary of Results Deduced from Table III and Table IV" for the years 1893 to 1888, inclusive, and like data, by groups, for 1893 for "Passenger Service," while on page 64 like information for "Freight Service" is shown. A "Comparative Condensed Income Account" for the years 1893 to 1890, inclusive, both by "Amount" and "Per mile of line operated," will be found on page 49, while pages 51 and 52 show like data, by groups, for 1893.

TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893.

A.—*Operating Expenses.*

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Proportion assigned to—		Proportion to earnings from operation. 100 × Col. 2 / T. III, C. 16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
			Passenger service.	Freight service.					
		Dollars.	*P. ct.*	*P. ct.*	*Per cent.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*
	Total — Railways in the United States.	[1] 827,921,299	33.85	66.15	67.82	169,258	136,875	435,465	85,548
	Group I	[2] 60,801,378	46.76	53.24	69.97	12,383	9,072	34,574	4,753
	Group II	[3] 206,137,395	33.27	66.73	65.87	36,750	37,136	113,365	18,367
	Group III	134,607,313	31.72	68.28	71.84	26,367	23,171	71,783	13,284
	Group IV	[4] 30,425,792	33.67	66.33	69.40	6,421	5,369	14,946	3,562
	Group V	[5] 58,321,252	33.89	66.11	71.52	12,843	9,452	28,481	7,519
	Group VI	159,106,507	31.78	68.22	64.69	33,829	24,703	82,687	17,885
	Group VII	30,609,057	33.37	66.63	64.58	6,832	5,240	15,197	3,338
	Group VIII	73,395,124	31.32	68.68	68.59	16,387	11,761	36,533	8,713
	Group IX	31,786,526	27.08	72.92	75.70	7,405	4,453	16,676	3,250
	Group X	[6] 42,730,955	42.53	57.47	64.98	10,036	6,514	21,219	4,854
	GROUP I.								
	Total—Group I	[2] 60,801,378	46.76	53.24	69.97	12,383	9,072	34,574	4,753
1	Bang. & Aroostook R. R.	117,483	63.93	36.07	64.00	49	10	47	10
7	Benningt. & Rutl. Ry	210,741	[7] 59.43	[7] 40.57	74.01	58	36	104	10
8	Boston & Alb. R. R.	7,130,103	43.70	56.30	70.11	1,898	1,275	3,556	400
13	Boston & Me. R. R. [8]	11,708,363	50.98	49.02	67.84	2,550	1,808	6,527	821
24	Conn. Riv. R. R. [9]	417,312	68.36	31.64	64.44	98	61	216	40
25	Vt. Vy. R. R. of 1871	136,923	46.55	53.45	67.90	45	13	66	11
26	Sullivan Co. R. R.	160,941	33.96	66.04	69.83	29	20	96	14
38	St. J. & L. Cham. R. R	407,074	27.90	72.10	110.80	126	34	225	20
39	York Harb. & B. R. R	25,556	73.87	26.13	63.24	11	1	12	.....
40	Boston, Rev. B. & Lynn R. R.	221,213	100.00	.....	73.83	30	25	138	27
41	Bridgton & Saco Riv. R. R.	18,465	45.55	54.45	58.05	5	2	9	1
43	Canadian Pac. Ry. [10] [Line in Maine.]	213,311	41.51	58.49	84.80	43	26	118	24
48	Southeastern Ry. [11]	534,416	38.86	61.14	89.65	96	121	282	34
50	Cent. Vt. R. R	3,264,316	51.70	48.30	69.85	418	447	2,194	204
59	Clarendon & Pittsf. R. R	28,231	.....	100.00	66.70	3	1	20	2
61	Conc. & Montreal R. R.	1,781,813	52.12	47.88	71.91	408	291	858	223
78	Fitchburg R. R	5,542,689	32.98	67.02	71.91	922	795	3,344	479
85	Gr. Trunk Ry.: [12]								
86	Atl. & St. Law. R. R.	906,613	34.00	66.00	76.28	185	157	523	40
88	Lewiston & Aub. Ry	27,985	77.00	23.00	64.80	3	2	19	1
90	Hoosac Tun. & Wilm. R. R	26,698	25.98	74.02	71.23	4	3	13	4
91	Kennebec Cent. R. R.	8,805	50.00	50.00	61.99	1	.....	5	.....
92	Lime Rock R. R	32,674	.....	100.00	42.10	8	6	11	6
93	Me. Cent. R. R. [13]	3,223,429	47.46	52.54	63.72	772	609	1,655	185

[1] Includes $772,602 "unclassified;" covers seventeen roads making no classification of "operating expenses" under the four general heads.
[2] Includes $17,930 "unclassified;" covers one road making no classification of "operating expenses" under the four general heads.
[3] Includes $517,896 "unclassified;" covers three roads making no classification of "operating expenses" under the four general heads.
[4] Includes $105,754 "unclassified;" covers four roads making no classification of "operating expenses" under the four general heads.
[5] Includes $25,496 "unclassified;" covers five roads making no classification of "operating expenses" under the four general heads.
[6] Includes $105,526 "unclassified;" covers four roads making no classification of "operating expenses" under the four general heads.
[7] Apportioned by this Office on basis of mileage of trains earning revenue.
[8] Figures cover whole line, 1,293.39 miles; 36.75 miles not in United States.
[9] Report for six months ending December 31, 1892.
[10] See page 400, No. 43, for totals covering entire road.
[11] Figures cover whole line, 222.50 miles; 201.50 miles not in United States.
[12] Report not filed; inserted to show relation of two roads following.
[13] Figures cover whole line, 813.76 miles; 53 miles not in United States.

TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

1	2	3	4	5	6	7	8	9
	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
bbreviated name of road.	Amount.	Proportion assigned to— Passenger service.	Proportion assigned to— Freight service.	Proportion to earnings from operation. 100 × Col. 2 / T. III, C. 16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
	Dollars.	*P. ct.*	*P. ct.*	*Per cent.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*
tha's Vin. R. R. [1]	2,853	100.00	.....	64.63	.....	.....	1	.....
son R. R.	8,714	25.00	75.00	80.40	2	.....	5	.....
tp. & Wells Riv. R. R. [2]	107,015	42.37	57.63	76.62	38	14	43	9
hassuck Vy. R. R.	27,237	9.58	90.42	99.73	3	2	12	8
aganset Pier R. R	30,906	72.60	27.40	67.16	5	8	15	2
. & New Eng. R. R.	4,512,289	32.15	67.85	70.36	536	579	2,886	509
r., Waterb. & Conn. Riv. R. R. [3]	[4] 17,930	[5] 25.00	[5] 75.00	131.94	.....	.....	.....	.....
., New Hav. & Hartf. R. R.	12,405,934	50.11	49.89	68.48	2,190	1,706	7,346	1,102
l Colony R. R.	6,927,354	60.50	39.50	73.68	1,639	918	3,949	419
lips & Rangeley R. R.	36,849	36.26	63.74	97.08	10	7	15	3
l. & Roch. R. R.	206,552	60.98	39.02	79.42	53	36	98	18
l. & Rumf. Falls Ry.	65,824	64.17	35.83	53.57	19	7	28	10
port R. R	5,943	.....	100.00	83.41	2	.....	2	.....
roix & Penobscot R. R. [6]	19,495	12.02	87.98	55.37	6	3	7	2
y Riv. R. R.	37,230	42.13	57.87	71.76	10	10	11	4
aug. Litchf. & Nn. R. R.	66,135	60.64	39.36	95.19	30	8	20	7
rset Ry	56,192	59.49	40.51	60.91	20	5	24	6
anch. R. R	17,892	66.67	33.33	89.77	4	3	7	2
Freight R. R.	70,806	.....	100.00	73.29	17	2	35	15
d Riv. Brh. R. R	10,688	51.26	48.74	65.51	3	1	4	.....
dstock Ry	22,386	39.02	60.98	75.12	11	.....	8	2

ted only from about the middle of June to the 1st of October of each year."
for year ending March 31, 1892.
for two months ending August 31, 1892. [4] Unclassified.
ioned by this Office on basis of 25 per cent to passenger and 75 per cent to freight service.
cover whole line, 21 miles; 4.75 miles not in United States.

GROUP II. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

No.	1 Abbreviated name of road.	2 TOTAL OPERATING EXPENSES. Amount.	3 Proportion assigned to— Passenger service.	4 Proportion assigned to— Freight service.	5 Proportion to earnings from operation. 100×Col. 2 ÷ T. III, C. 16	6 DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.] Maintenance of way and structures.	7 Maintenance of equipment.	8 Conducting transportation.	9 General expenses.
	Total—Group II	*Dollars.* [1] 206,137,395	*P. ct.* 33.27	*P. ct.* 66.73	*Per cent.* 65.87	*Dolls.* 36,750	*Dolls.* 37,136	*Dolls.* 113,365	*Dolls.* 18,367
163	Addison & Pa. Ry. [2]	27,133	25.44	74.56	65.93	11	2	10	2
	Addison & Pa. Ry. [3]	34,655	26.15	73.85	65.36	13	3	15	2
165	Allegh. & Kinzua R. R.	41,141	.....	100.00	98.93	8	5	16	10
168	Annap., Wash. & Balt. R. R.	39,978	90.00	10.00	66.06	7	4	23	4
170	Bachman Vy. R. R.	1,340	.....	100.00	86.60	.....	.....	.....	.....
171	Balt. & Del. Bay R. R.	30,264	25.37	74.63	109.59	11	1	15	2
173	Balt. & En. Shore R. R.	142,094	59.30	40.70	97.16	24	13	95	9
174	Bay Ridge & Annap. R. R.	5,035	100.00	.....	149.01	4	.....	.....	.....
176	Balt. & Ohio R. R. [4] [Line east of Ohio Riv.]	13,424,568	40.45	59.55	69.02	2,385	2,386	7,419	1,233
197	Berkeley Spgs. & Pot. R. R.	12,513	25.10	74.90	166.38	1	.....	9	1
198	Salisbury R. R.	29,867	[5] .21	[5] 99.79	52.00	9	2	12	4
199	Bang. & Portl. Ry.	103,836	66.83	33.17	67.65	39	12	38	13
201	Barclay R. R.	24,664	[6] 25.00	[6] 75.00	54.53	6	4	9	4
203	Bath & Hammondspt. R. R.	16,899	33.13	66.87	49.46	1	1	10	2
211	Brownstone & Middlet. R. R.	18,710	[6] 25.00	[6] 75.00	92.36	1	6	9	.....
212	Buff. Ck. Tr. R. R. [7]	.....	.....	.....	.....	.....	.....	.....	.....
213	Buff., Roch. & Pittsb. Ry.	2,291,220	14.34	85.66	72.30	291	532	1,110	356
218	Carth. & Adirondack Ry. [8]	75,395	42.26	57.74	69.50	32	5	23	13
	Carth. & Adirondack Ry. [9]	8,910	55.60	44.40	36.22	2	.....	5	.....
219	Catasauqua & Fogelsv. R. R.	40,285	[5] 15.78	[5] 84.22	62.73	14	4	20	.....
220	Cats. Mtn. Ry.	29,020	75.00	25.00	58.64	9	3	11	4
222	Cent. N. Y. & Wn. R. R. [10]	27,308	59.07	40.93	81.04	6	1	16	2
224	Cent. R. R. of N. J.	8,844,423	37.12	62.88	58.50	1,432	1,711	5,011	689
260	Chambersb. & Gettysb. R. R.	6,614	[5] 75.33	[5] 24.67	224.57	1	.....	3	.....
261	Chateaugay R. R.	116,234	26.45	73.55	64.45	18	22	66	8
264	Clarion Riv. Ry.	13,591	25.00	75.00	51.51	6	.....	3	3
265	Clove Brh. R. R.	9,738	4.95	95.05	151.20	2	2	3	1
266	Con. Term. R. R.	71,648	.....	100.00	34.03	10	.....	.....	61
269	Cornwall R. R.	67,424	28.55	71.45	53.23	19	7	37	3
270	Cornwall & Leb. R. R.	122,001	30.02	69.98	48.42	18	7	81	13
272	Coudersp't. & Port Alleg. R. R.	34,336	33.30	66.70	45.74	9	2	20	2
278	Del. & Hud. Canal Co.	[11] 6,453,867	24.95	75.05	60.72	1,062	908	3,279	708
289	Adirondack Ry.	123,557	53.60	46.40	70.48	39	9	59	14
290	Del., Lack. & Wn. R. R.	13,698,675	26.24	73.76	58.35	2,621	2,531	7,226	1,316
305	Sussex R. R.	88,126	50.70	49.30	84.00	25	19	41	2
306	Syr. & Baldwinsv. Ry. [12]	.....	.....	.....	.....	.....	.....	.....	.....
307	Syr., Bing. & N. Y. R. R.	503,731	27.14	72.86	53.80	158	97	223	23
308	Del. Riv. R. R.	56,262	79.53	20.47	94.14	19	8	23	4
310	Del., Susq. & Schuyl. R. R.	295,129	2.32	97.68	27.07	84	28	98	85
318	Elm., Cort. & Nn. R. R.	274,340	44.48	55.52	65.60	74	25	148	26
321	Emp. & Rich. Vy. R. R.	8,286	20.49	79.51	59.34	1	1	4	.....
322	Erie & Wyo. Vy. R. R.	485,680	5.86	94.14	60.37	99	71	292	21
324	Fall Brk. Ry.	1,581,300	12.74	87.26	61.39	345	179	930	125
327	Falls Ck. R. R.	5,700	.....	100.00	56.58	2	.....	3	.....

[1] Includes $517,896 "unclassified;" covers three roads making no classification of "operating expenses" under the four general heads.
[2] Report for five months ending November 30, 1892.
[3] Report for seven months ending June 30, 1893.
[4] See page 400, No. 176, for totals covering entire road.
[5] Apportioned by this Office on basis of mileage of trains earning revenue.
[6] Apportioned by this Office on basis of 25 per cent to passenger and 75 per cent to freight service.
[7] No report of operations.
[8] Report for ten months ending April 30, 1893.
[9] Report for two months ending June 30, 1893.
[10] Report for seven months ending June 30, 1893.
[11] Includes $494,885 of gravity road, not classified.
[12] Road not in operation.

GROUP II. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Proportion assigned to—		Proportion to earnings from operation. 100×Col.2 / T.III,C.16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
			Passenger service.	Freight service.					
		Dollars.	*P. ct.*	*P. ct.*	*Per cent.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*
330	Fonda, Johnst. & Glov. R. R.	166,703	42.57	57.43	61.04	40	17	72	36
332	Genesee & Wyo. Vy. Ry.	13,046	39.42	60.58	51.70	3	.....	6	1
85	Gr. Trunk Ry.:[1]								
335	U. S. & Can. R. R.	12,672	37.75	62.25	116.49	5	1	5	.....
338	Green Ridge R. R. of Md.[2]	.....	.....	.....	.....	.....	.....	.....	.....
339	Greenlick Ry	[3]403	.....	100.00	106.42	.....	.....	.....	.....
340	Greenwich & Johnsonv. Ry	28,551	75.00	25.00	64.90	12	.....	11	4
344	Hunter's Run & Slate Belt R. R.	7,970	25.00	75.00	144.00	3	.....	3	1
346	Ironton R. R	15,989	.....	100.00	58.45	6	.....	6	2
347	Island R. R.	37,614	.....	100.00	57.55	10	1	23	2
351	Kanona & Prattsb. R. R.	12,292	[4]25.00	[4]75.00	69.24	2	1	5	2
357	Kinzua Vy. R. R.	8,712	.....	100.00	88.54	5	.....	2	.....
359	Lack. & Montrose R. R.	12,254	52.46	47.54	79.70	3	.....	8	.....
360	L. Cham. & Moriah R. R.	58,614	7.04	92.96	76.90	13	9	31	4
362	Lebanon Spgs. R. R.	71,574	67.32	32.68	110.71	25	6	33	6
363	Lehigh & Hud. Riv. Ry	342,561	17.00	83.00	67.54	50	69	191	31
365	Orange Co. R. R.	23,020	18.63	81.37	52.18	2	.....	20	.....
367	Ligonier Vy. R. R.	34,872	61.31	38.69	58.08	15	1	9	8
370	Little Saw Mill Run R. R.	35,885	5.08	94.92	52.13	8	8	15	4
371	Long I. R. R.	2,833,891	80.81	19.19	65.90	412	371	819	230
378	Marine Ry	9,413	100.00	.....	92.96	2	.....	4	2
379	N. Y. & Rkaway. B. Ry.	197,171	92.43	7.57	78.02	84	26	64	20
380	Mahoning Vy. R. R.	13,590	10.00	90.00	36.13	1	.....	6	4
381	McKeespt. Con. R. R	26,624	.....	100.00	78.36	.....	3	21	1
384	Middlesex Vy. R. R.[5]	14,349	52.51	47.49	63.37	2	.....	8	2
386	Monongahela Con. R. R	101,289	.....	100.00	59.76	31	10	46	13
387	Monongahela Riv. & Street's Run R. R.	3,935	.....	100.00	90.17	1	.....	2	.....
389	Mont Alto R. R	25,004	60.30	39.70	84.62	11	.....	11	1
391	Montrose Ry.	16,615	25.00	75.00	85.90	6	1	7	1
394	Mt. Hope Mnl. R. R	15,621	.....	100.00	69.75	.....	6	8	.....
395	Mt. Jew. & Smethpt. R. R.	7,224	16.00	84.00	132.75	1	.....	4	.....
396	Mt. Jew., Kinzua & Ritersv. R. R.	[3]22,608	.....	100.00	67.63	.....	.....	.....	.....
399	Mt. Penn Gravity R. R.	15,512	100.00	.....	108.80	.....	1	10	3
401	Newb., Dutch. & Conn. R. R.	135,179	26.80	73.20	80.66	56	16	45	15
402	N. J. & N. Y. R. R	273,870	88.85	11.15	82.53	34	28	119	91
405	Newpt. & Sherman's Vy. R. R.	19,187	27.33	72.67	65.76	3	4	9	2
406	N. Y. & Nn. Ry.	538,589	54.80	45.20	86.41	79	51	323	84
409	N. Y. Cent. & Hud. Riv. R. R.	30,599,562	35.59	64.41	66.04	5,173	4,489	17,113	3,822
423	Beech Ck. R. R	610,703	16.87	83.13	45.32	160	117	259	73
425	{Mohawk & Malone Ry.[6]	267,950	67.30	32.70	142.07	118	20	112	16
	{Mohawk & Malone Ry.[7]	63,598	69.13	30.87	110.05	36	3	18	4
426	Wallkill Vy. R. R	94,114	49.90	50.10	57.92	26	4	55	7
428	N. Y., L. Erie & Wn. R. R.[8] [Line east of Salamanca, N. Y.]	15,047,911	23.17	76.83	64.79	2,179	2,687	8,912	1,269
457	N. Y. & Greenwood L. Ry.	295,287	65.87	34.13	81.63	54	16	211	13
460	Tioga R. R	162,676	28.27	71.73	47.05	30	18	105	8
463	N. Y., Ont. & Wn. Ry.	2,697,783	23.20	76.80	73.15	465	501	1,524	206
468	N. Y., Phila. & Norf. R. R.[9]	668,169	32.27	67.73	79.04	104	114	381	67

[1] Report not filed; inserted to show relation of road following.
[2] Private road. [3] Unclassified.
[4] Apportioned by this Office on basis of mileage of trains earning revenue.
[5] Report for ten months ending June 30, 1893.
[6] Report for ten months ending April 30, 1893.
[7] Report for two months ending June 30, 1893.
[8] See page 400, No. 428, for totals covering entire road.
[9] Figures include operations of steamboats, barges, and tugs on 36 miles of water route.

GROUP II. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Proportion assigned to—		Proportion to earnings from operation. 100×Col.2 / T.III, C.16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
			Passenger service.	Freight service.					
		Dollars.	*P. ct.*	*P. ct.*	*Per cent.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*
469	N. Y., Susq. & Wn. R. R.	895,949	40.91	66.84	53.61	91	136	498	179
475	Nn. Adirondack R. R.	87,175	33.16	59.09	58.59	29	15	34	8
476	Oil Cy. & Ridg. Ry. & Min. Co. [1]								
477	Oregon & Tex. Ry	7,395		100.00	157.25	1		5	
479	Owasco Riv. Ry	9,304		100.00	89.86		4	4	
872	Pennsylvania Co.: [2]								
480	Waynesb. & Wash. R. R.	40,477	58.32	41.68	69.21	17	5	14	2
481	Pennsylvania R. R	[3] 49,061,355	28.61	71.39	70.39	9,058	10,587	28,183	3,231
535	Allegh. Vy. Ry	1,667,620	27.09	72.91	61.21	398	346	825	96
536	Camden & Atl. R. R	[4] 655,819	82.21	17.79	80.13	124	117	350	63
538	Cumb. Vy. R. R	727,047	43.32	56.68	77.00	220	131	316	58
542	Junction R. R. (of Phila.)	121,475	60.00	40.00	59.66	16	60	39	3
543	Nn. Cent. Ry	5,063,534	24.66	75.34	68.82	830	1,206	2,764	262
549	Un. R. R. (of Balt.)	266,526	28.40	71.60	36.66	225		34	6
550	Phila., Wilm. & Balt. R. R	7,339,672	55.14	44.86	74.49	1,591	1,189	3,977	581
561	W. Jersey R. R.	1,282,865	72.30	27.70	71.14	303	221	641	115
569	Phila. & Read. R. R	25,641,916	[5] 29.86	[5] 70.14	61.28	3,897	4,653	14,868	2,221
611	Atl. Cy. R. R	660,394	[5] 84.29	[5] 15.71	74.03	90	91	431	46
613	Camden Co. R. R	19,146	[5] 88.60	[5] 11.40	124.69	2	4	12	
614	Chester & Del. Riv. R. R	52,258	[5] 54.84	[5] 45.16	164.89	15	6	27	2
615	Gettysb. & Harrisb. Ry	101,470	[5] 61.17	[5] 38.83	100.16	34	16	50	
616	Middlet. & Hummelst. R. R	19,599	[5] 73.73	[5] 26.27	129.44	4	3	10	
617	N. E. Pa. R. R	86,019	[5] 85.57	[5] 14.43	114.01	21		64	
618	Pa., Pough. & Boston R. R	216,150	[5] 3.66	[5] 96.34	106.55	16	26	122	49
620	Perkiomen R. R.	249,577	25.77	74.23	69.56	58		179	11
621	Phila. & Chester Vy. R. R.	52,931	[5] 52.44	[5] 47.56	109.25	17	10	24	1
622	Phila. & Nn. R. R. [6]								
623	Port Read. R. R	160,255		100.00	122.02	57	23	75	3
624	Read. & Col. R. R	265,156	[5] 50.17	[5] 49.83	76.67	61	47	150	5
627	Rupert & Bloomsb. R. R	10,388	[5] 89.72	[5] 10.28	117.38	1	2	7	
628	Stony Ck. R. R.	31,908	73.06	26.94	109.01	6		21	3
629	Tamaqua, Haz. & Nn. R. R	41,539		100.00	118.46	9	6	25	
630	Phila., Newt. & N. Y. R. R	91,887	75.00	25.00	77.27	18		67	5
631	Phila., Read. & New Eng. R. R.	988,862	[5] 32.64	[5] 67.36	96.64	201	137	622	27
634	Port Jer., Monti. & N. Y. R. R.	42,330	50.00	50.00	79.48	14	2	22	3
635	Pough. & En. Ry. [7]	20,292	70.03	29.97	197.10	11		4	2
640	Reynoldsv. & Falls Ck. R. R	84,567		100.00	47.77	14		52	17
641	Roch. & L. Ont. Ry	20,889	100.00		69.84	3		5	10
646	Sharpsville R. R	25,832	19.91	80.09	112.90	8		14	1
648	Sinnemahoning Vy. R. R.	169,831	15.48	84.52	105.00	25	24	34	85
650	Slate Run R. R.	14,678		100.00	94.28	3	4	7	
653	Staten I. Rap. Trans. R. R	716,065	89.04	10.96	67.94	45	49	586	35
656	Stewartstown R. R.	10,901	20.00	80.00	71.78	5		4	
661	Ulster & Del. R. R	292,909	37.50	62.50	67.58	82	50	134	24
664	Kaaterskill R. R	10,842	26.88	73.12	69.23	2		5	2
666	Stony Clove & Cats. Mtn. R. R.	35,712	68.72	31.28	59.75	11	5	15	3
673	Wellsv., Coudersp't. & Pine Ck. R. R.	13,222	65.49	34.51	43.69	3	1	7	
675	Wn. Md. R. R	676,133	39.01	60.99	66.30	108	100	387	80
679	Balt. & Harrisb. Ry	125,188	43.00	57.00	55.11	32	14	74	3
681	Berlin Brh. R. R	5,424	25.00	75.00	95.98	1		2	
683	Wn. N. Y. & Pa. R. R.	2,517,126	24.95	75.05	67.72	609	519	1,193	194
695	Williams Vy. R. R	15,549	25.00	75.00	71.46	1		11	2
696	Williamspt. & N. Brh. R. R.	64,728	25.97	74.03	71.05	28	7	21	8
697	Wilm. & Nn. R. R	413,906	20.65	79.35	83.63	84	51	239	46

[1] Road not in operation.
[2] Inserted to show relation of road following.
[3] Figures include expense of operating Jersey City ferries.
[4] Figures include expense of operating Coopers Point and Philadelphia ferry, Kensington and New Jersey ferry, and Atlantic City street-car line.
[5] Apportioned by this Office on basis of mileage of trains earning revenue.
[6] Road under construction.
[7] Report for period, April 13 to June 30, 1893.

GROUP III. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Proportion assigned to— Passenger service.	Proportion assigned to— Freight service.	Proportion to earnings from operation. 100 × Col. 2 / T. III, C 16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
	Total—Group III	*Dollars.* 134,607,313	*P. ct.* 31.72	*P. ct.* 68.28	*Per cent.* 71.84	*Dolls.* 26,367	*Dolls.* 23,171	*Dolls.* 71,783	*Dolls.* 13,284
699	Addyston & Ohio Riv. R. R	17,899	.....	100.00	65.59	3	2	11	.....
700	Alliance & Nn. R. R	40,826	23.81	76.19	77.83	7	4	23	4
176	Balt. & Ohio R. R. [1] [Line west of Ohio Riv.]	5,380,185	40.45	59.55	83.31	800	956	3,065	558
709	Pittsb. & Wn. Ry	2,058,911	29.65	70.39	79.61	372	444	1,109	132
714	Vy. Ry. (of Ohio)	696,943	20.00	80.00	87.77	141	107	350	97
715	Balt. & Ohio S. Wn. R. R	1,701,417	41.57	58.43	63.98	294	218	928	260
718	Beaver & Ellwood R. R	6,344	[2] 25.00	[2] 75.00	13.59	.....	.....	.....	5
720	Bellaire, Zanesv. & Cin. Ry	93,838	65.83	34.17	87.73	38	15	32	7
723	Cent. Un. Depot & Ry. Co. of Cin. [3]	.....	.....	.....	.....	.....	.....	.....	.....
725	Chic. & S. Bend R. R. [4]	4,733	.....	100.00	69.23	.....	.....	3	.....
727	Chic. & W. Mich. Ry	1,590,364	51.70	48.30	76.69	418	242	778	151
729	Det., Lans. & Nn. R. R	934,925	55.73	44.27	72.40	210	132	434	157
732	Sag. Vy. & St. L. R. R	65,796	68.17	31.83	68.29	19	3	34	8
736	Cin. & Westwood R. R	17,427	[2] 25.00	[2] 75.00	101.75	4	1	9	2
737	Cin., Georget. & Ports. R. R	55,409	[5] 73.52	[5] 26.48	76.76	12	13	23	6
738	Cin., Ham. & Day. R. R	2,699,932	37.64	62.36	59.31	362	423	1,600	313
745	Cin., Day. & Chic. R. R	139,666	54.04	45.96	139.08	44	15	67	12
746	Cin., Ham. & Indpls. R. R	671,992	40.60	59.40	83.74	106	84	390	89
747	Cin., Jack. & Mack. Ry	576,473	41.50	58.50	78.37	140	98	253	83
748	Cin., Leb. & Nn. Ry	88,501	63.22	36.78	65.65	18	6	46	16
751	Cin., Ports. & Va. R. R	225,991	46.90	53.10	81.54	64	23	97	40
753	Clev. & Mari. Ry	314,874	35.26	64.74	86.98	114	48	108	42
754	Clev., Akron & Cols. Ry	794,484	40.42	59.58	78.74	166	135	384	108
755	Clev., Cant. & Sn. R. R	685,710	27.29	72.71	71.32	93	107	397	86
758	Clev., Cin., Chic. & St. L. Ry. [6] [Line east of Terre Haute, Ind.]	8,724,403	38.01	61.99	74.78	1,581	1,231	4,765	1,145
764	Day. & Un. R. R	89,187	59.86	40.14	56.70	13	11	41	22
765	Mt. Gil. S. Line Ry	5,512	25.00	75.00	110.85	.....	1	4	.....
67	Peoria & En. Ry. [7] [Line east of Danville, Ill.]	1,022,422	39.34	60.66	84.44	288	152	491	89
68	Clev., Lor. & Wheel. R. R	1,080,981	17.47	82.53	74.95	202	257	568	52
69	Cols., Hock. Vy. & Tol. Ry	1,870,286	22.04	77.96	54.00	310	489	860	210
70	Cols., Shawnee & Hock. Ry	469,093	16.69	83.31	61.02	38	87	303	39
72	Crawf. & Manistee Riv. Ry	7,060	.....	100.00	94.78	3	1	2	.....
79	Ellwood Con. R. R. [8]	.....	.....	.....	.....	.....	.....	.....	.....
80	Evansv. & T. Haute R. R	638,865	34.49	65.51	49.70	118	107	315	97
82	Evansv. & Indpls. R. R	214,978	33.54	66.46	54.90	65	17	113	17
83	Evansv. & Rich. R. R	97,464	40.00	60.00	66.53	39	5	46	6
86	Find., Ft. Way. & Wn. R. R	45,207	74.42	25.58	108.00	14	1	22	6
87	Flint & Père Marq. R. R	1,828,317	35.30	64.70	70.72	356	273	1,000	198
85	Gr. Trunk Ry. [9]								
90	Chic. & Gr. Trunk Ry	2,978,648	39.18	60.82	77.92	361	487	1,776	353
92	Cin., Sag. & Mack. R. R	158,910	35.17	64.83	77.40	22	28	100	7
93	Chic., Det. & Can. Gr. Trunk Jctn. Ry.	303,517	65.00	35.00	99.18	52	79	162	8
94	Det., Gr. Hav. & Milw. Ry	931,732	47.46	52.54	77.03	182	137	513	99
95	Mich. Air Line Ry	141,896	42.00	58.00	79.77	56	11	72	1
96	Tol., Sag. & Musk. Ry	120,904	54.44	45.56	91.91	33	14	57	16

[1] See page 400, No. 176, for totals covering entire road.
[2] Apportioned by this Office on basis of 25 per cent to passenger and 75 per cent to freight service.
[3] No report of operations.
[4] Report for period, April 15, 1892 to June 30, 1893.
[5] Apportioned by this Office on basis of mileage of trains earning revenue.
[6] Group figures assigned by this Office. See page 400, No. 758, for totals covering entire road.
[7] Group figures assigned by this Office. See page 400, No. 767, for totals covering entire road.
[8] "Opened for traffic July 1, 1893."
[9] Report not filed; inserted to show relation of six roads following.

GROUP III. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Proportion assigned to—		Proportion to earnings from operation. 100×Col. 2 / T. III, C. 16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
			Passenger service.	Freight service.					
		Dollars.	*P. ct.*	*P. ct.*	*Per cent.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*
797	Hancock & Calumet R. R	128,118	11.84	88.16	71.45	30	20	59	17
799	Ind. Nn. Ry	1,995	[1] 25.00	[1] 75.00	133.25			1	
800	Indpls., Dec. & Wn. Ry. [2] [Line in Indiana.]	178,856	46.79	53.21	70.84	36	23	90	29
801	Indpls. Un. Ry	304,741	27.98	72.02	66.81	50	21	190	42
803	Iron Ry	40,017	14.82	85.18	93.37	13	8	11	6
805	Ivorydale & Mill Ck. Vy. Ry	10,901		100.00	42.76	3		6	
806	Kanawha & Mich. Ry. [3] [Line north of Ohio Riv.]	129,313	44.47	55.53	71.60	37	17	55	18
807	L. Co. R. R	5,386		100.00	100.00			3	1
808	L. Erie & Wn. R. R	1,923,744	42.15	57.85	53.75	371	308	1,007	236
809	L. Erie, Alliance & Sn. Ry	24,224	22.53	77.47	75.48	9	1	10	2
810	L. Shore & Mich. Sn. Ry	16,110,887	33.40	66.60	68.40	4,283	2,269	8,470	1,096
824	Lakeside & Marbleh. R. R	27,246	15.66	84.34	61.56	6	2	13	4
826	Louisv., Evansv. & St. L. Consol. R. R.	1,208,730	37.60	62.40	67.73	264	195	634	113
827	Louisv., New Alb. & Chic. Ry	2,198,903	37.03	62.97	64.37	387	275	1,277	259
830	Louisv., New Alb. & Cdn. R. R	7,523	26.48	73.52	49.51	1		3	1
832	Manistee & Gr. Rap. R. R. [4]	18,829		100.00	48.45			18	
837	Mason & Oceana R. R	34,046	12.37	87.63	89.03	7	7	20	
838	Mich. Cent. R. R. [5]	11,958,675	36.77	63.23	74.76	2,610	1,953	6,202	1,191
853	Middlet. & Cin. Ry	16,225	24.83	75.17	116.54	5		7	2
854	Minl. Range R. R	71,619	33.39	66.61	61.18	11	10	36	12
856	New Castle & Butler Ry	10,272		100.00	185.98	2	5	3	
409	N. Y. Cent. & Hud. Riv. R. R. [6]								
857	Dunk., Allegh. Vy. & Pittsb. R. R.	229,912	42.86	57.14	74.94	94	20	96	18
859	N. Y., Chic. & St. L. R. R	5,325,985	10.86	89.14	81.23	764	640	3,240	680
428	N. Y., L. Erie & Wn. R. R. [7] [Line west of Salamanca, N. Y.]	5,223,784	20.16	79.84	70.45	807	788	3,312	315
867	Chic. & Erie R. R	2,514,361	21.79	78.21	86.20	299	360	1,462	391
868	Norf. & Wn. R. R. [8] [Line north of Ohio Riv.]	544,247	33.70	66.30	66.97	77	75	334	65
869	N. Wn. Monroe Ry	1,860		100.00	94.80				1
870	Ohio & Miss. Ry. [9] [Line east of Vincennes, Ind.]	1,461,165	46.13	53.87	69.54	328	211	721	200
871	Ohio Sn. R. R	334,274	18.83	81.17	44.10	64	65	161	23
872	Pennsylvania Co	13,718,020	27.00	73.00	68.07	2,551	2,964	7,222	970
886	Cin. & Musking. Vy. Ry	401,082	42.90	57.10	83.98	148	77	157	17
887	Gr. Rap. & Ind. R. R	2,367,677	37.14	62.86	73.61	506	441	1,162	257
891	Pittsb., Cin., Chic. & St. L. Ry	13,717,272	26.57	73.43	72.10	2,204	3,184	7,087	1,240
901	Pittsb. & Castle Shan. R. R	110,742	34.45	65.55	85.74	10		92	8
902	Pittsb. & L. Erie R. R	3,171,955	26.12	73.88	69.73	890	753	1,335	191
905	Pittsb. & Moon Run R. R	25,556	[1] 25.00	[1] 75.00	104.80	8	2	7	6
907	Pittsb., Chartiers & Youghy. Ry	116,925	17.28	82.72	68.54	29	25	52	9
908	Pittsb., Marion & Chic. Ry	32,881	25.00	75.00	81.70	8	4	14	6
909	Pittsb., Shen. & L. Erie R. R	282,891	47.26	52.74	66.76	70	30	142	39

[1] Apportioned by this Office on basis of 25 per cent to passenger and 75 per cent to freight service.
[2] See page 400, No. 800, for totals covering entire road.
[3] Group figures assigned by this Office. See page 400, No. 806, for totals covering entire road.
[4] Report for year ending December 31, 1892.
[5] Figures cover whole line, 1,638.52 miles; 378.91 miles not in United States.
[6] Inserted to show relation of road following.
[7] See page 400, No. 428, for totals covering entire road.
[8] See page 400, No. 868, for totals covering entire road.
[9] Group figures assigned by this Office. See page 400, No. 870, for totals covering entire road.

GROUP III. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

o.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Proportion assigned to—		Proportion to earnings from operation. 100 × Col. 2 ÷ T. III, C. 16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
			Passenger service.	Freight service.					
		Dollars.	*P. ct.*	*P. ct.*	*Per cent.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*
17	Salem R. R	6,969	25.08	74.92	86.26	1	.....	4	.....
19	T. Haute & Indpls. R. R. [1] [Line in Indiana.]	1,669,714	33.46	66.54	75.69	362	377	798	130
22	Tionesta Vy. R. R	36,054	49.94	50.06	57.89	12	4	11	7
25	Tol. & Ohio Cent. Ry	1,324,316	19.20	80.80	66.70	241	221	611	149
28	Tol., Ann Arb. & N. Mich. Ry	844,741	30.97	69.03	77.59	189	127	432	95
26	Tol., Cols. & Cin. Ry. [2]	94,681	40.36	59.64	71.02	24	14	44	11
29	Tol., St. L. & Kans. Cy. R. R. [3] [Line in Indiana and Ohio.]	1,220,325	19.90	80.10	83.92	173	160	687	198
30	Wabash R. R. [4] [Line east of Danville, Ill.]	4,703,970	28.50	71.50	83.14	868	844	2,484	506
38	Wheel. & L. Erie Ry	1,009,383	16.20	83.80	64.89	181	158	568	101
40	Zanesv. & Ohio Riv. Ry	114,199	52.51	47.49	94.40	33	13	45	22

[1] See page 400, No. 919, for totals covering entire road.
[2] Report for four months ending October 31, 1892. Merged in Tol. & Ohio Cent. Ry., November 1, 92.
[3] Group figures assigned by this Office. See page 400, No. 929, for totals covering entire road.
[4] Group figures assigned by this Office. See page 400, No. 930, for totals covering entire road.

GROUP IV. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Proportion assigned to—		Proportion to earnings from operation. 100 × Col. 2 / T. III, C. 16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
			Passenger service.	Freight service.					
	Total—Group IV	*Dollars.* [1]30,425,792	*P. ct.* 33.67	*P. ct.* 66.33	*Per cent.* 69.40	*Dolls.* 6,421	*Dolls.* 5,369	*Dolls.* 14,946	*Dolls.* 3,562
942	Aberdeen & W. End R. R	31,108	.....	100.00	58.59	4	2	12	11
945	Atl. & Danv. Ry	538,827	25.00	75.00	93.41	137	77	264	59
946	Atl. & N. C. R. R	85,629	[2]59.74	[2]40.26	51.87	27	12	37	8
947	Atl. Coast Line Assn	2,741,294	46.78	53.22	64.67	702	529	1,215	294
964	Col., Newb. & Laurens R. R	[3] 63,272	[2]52.28	[2]47.72	97.66	.....	.....	.....	.....
176	Balt. & Ohio R. R. [4] [Line south of Harpers Ferry, W. Va.]	237,229	40.45	59.55	67.33	75	41	115	5
968	Big Stone Gap & Powell's Vy. Ry.	[3] 8,816	[5]25.00	[5]75.00	83.20	.....	.....	.....	.....
971	Cape Fear & Yad. Vy. Ry	353,909	34.42	65.58	64.42	81	38	198	35
973	Car., Knoxv. & Wn. Ry	10,287	[5]25.00	[5]75.00	124.00	3	2	2	2
974	Car. Midl. Ry	52,799	68.10	31.90	86.74	18	6	19	8
975	Carthage R. R	7,495	25.14	74.86	87.31	2	.....	2	1
979	Charleston & Sav. Ry	470,027	68.80	31.20	75.16	97	58	216	97
981	Charleston, Cin. & Chic. R. R.	[6] 210,321	50.07	49.93	121.12	83	12	74	20
983	Charleston, Sumter & Nn. R. R.	167,459	43.08	56.92	101.02	37	20	77	31
984	Ches. & Ohio Ry. [7] [Line east of Huntington, W. Va.]	5,360,832	27.49	72.51	67.83	1,114	1,156	2,646	444
985	Danv. & Wn. Ry	72,578	24.93	75.07	95.92	31	8	29	3
990	Farmv. & Powhatan R. R	71,216	24.87	75.13	96.18	20	9	30	10
991	Georget. & Wn. R. R	26,996	25.00	75.00	60.03	8	3	11	4
993	Green Pond, Walterb. & Branchv. Ry.	19,190	16.86	83.14	80.50	7	3	7	.....
806	Kanawha & Mich. Ry. [8] [Line south of Ohio Riv.]	129,313	44.47	55.53	71.60	37	17	55	18
1001	Norf. & Car. R. R	280,578	26.91	73.09	77.08	59	45	142	32
1002	Norf. & Ocean V. R. R	11,671	100.00	.....	67.32	2	1	3	1
1008	Norf. & Sn. R. R	251,614	35.06	64.94	63.43	54	33	132	30
868	Norf. & Wn. R. R. [9] [Line south of Ohio Riv.]	6,690,191	20.93	79.07	69.46	767	1,512	3,426	961
1007	Ohio Riv. R. R	502,681	52.82	47.18	58.54	130	87	211	72
1011	Palmetto R. R	11,578	24.62	75.38	119.80	3	1	4	2
1015	Port Roy. & Aug. Ry. [10]	28,687	39.44	60.56	88.08	8	1	12	6
1016	Pot., Fredsb. & Piedmont R. R	21,055	25.00	75.00	62.91	6	1	7	5
1017	Powellton & Pocahontas Ry	18,972	[5]25.00	[5]75.00	82.52	5	4	7	1
1019	Rich. & Danv. R. R	7,238,472	36.10	63.90	68.46	1,781	1,045	3,654	756
1047	Rich., Fredsb. & Pot. R. R	497,433	47.14	52.86	63.68	111	73	262	48
1054	Seaboard & Roanoke R. R	494,298	24.39	75.61	68.66	79	77	243	93
1056	Car. Cent. R. R	397,520	40.49	59.51	78.84	121	48	169	58
1059	Ral. & Gaston R. R	326,611	42.60	57.40	68.66	47	82	128	66
1061	Durham & Nn. Ry	36,066	47.98	52.02	63.21	10	2	20	2
1062	Ga., Car. & Nn. Ry. (lessee)	545,929	52.06	47.93	123.10	113	56	232	43
1064	Ral. & Aug. Air Line R. R	239,878	23.91	76.09	78.25	52	9	144	33
1066	S. Atl. & Ohio R. R	86,516	[5]25.00	[5]75.00	69.12	23	13	32	17
1067	S. Bound R. R	175,748	49.85	50.15	74.90	43	18	71	43

[1] Includes $105,754 "unclassified;" covers four roads making no classification of "operating expenses" under the four general heads.
[2] Apportioned by this office on basis of trains earning revenue.
[3] Unclassified.
[4] See page 400, No. 176, for totals covering entire road.
[5] Apportioned by this Office on basis of 25 per cent to passenger and 75 per cent to to freight service.
[6] Includes $18,885 unclassified.
[7] See page 400, No. 984, for totals covering entire road.
[8] Group figures assigned by this Office. See page 400, No. 806, for totals covering entire road.
[9] See page 400, No. 868, for totals covering entire road.
[10] Report of Receiver for period, April 26 to June 30, 1893.

V. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

1	2	3	4	5	6	7	8	9
	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
bbreviated name of road.	Amount.	Proportion assigned to—		Proportion to earnings from operation. 100 × Col. 2 / T. III. 2.16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
		Passenger service.	Freight service.					
	Dollars.	*P. ct.*	*P. ct.*	*Per cent.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*
Ry	971,748	47.76	52.24	70.40	185	133	531	121
olk & Car. Ry	43,288	25.00	75.00	62.06	12	5	17	8
olk Lum. Co's. R. R. [1]	[2] 14,781	[2]25.00	[2]75.00	92.89				
R. R. (of Va.)	124,714	[4]68.40	[4]31.60	98.76	57	5	56	5
Va. & Pittsb. R. R.	188,532	47.70	52.30	46.82	62	15	88	21
Va. Cent. & Pittsb. Ry	448,863	27.16	72.84	60.32	164	74	162	48
eel. Brg. & Term. Ry.	51,553	[3]25.00	[3]75.00	92.42	11	4	28	6
m., Onslow & E. Car. R. R.	38,525	33.43	66.57	80.18	9	5	17	6
lifrede R. R.	29,593	5.00	95.00	60.88	3	7	13	5

[1] lumber road. [2] Unclassified.
[3] tioned by this Office on basis of 25 per cent to passenger and 75 per cent to freight service.
[4] tioned by this Office on basis of trains earning revenue.

GROUP V. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30 1893—Continued.

A.—*Operating Expenses*—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Proportion assigned to—		Proportion to earnings from operation. 100 × Col. 2 / T. III, C. 16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
			Passenger service.	Freight service.					
	Total—Group V.	*Dollars.* [1] 58,321,252	*P. ct.* 33.89	*P. ct.* 66.11	*Per cent.* 71.52	*Dolls.* 12,843	*Dolls.* 9,452	*Dolls.* 28,481	*Dolls.* 7,519
1088	Abbeville & Waycross R. R.	[2] 8,400	[3] 25.00	[3] 75.00	63.28				
1089	Ala. & Vicksb. Ry	458,025	34.44	65.56	77.90	128	77	196	54
1090	Ala. Gt. Sn. R. R. [4]	1,421,302	28.10	71.90	77.95	359	335	555	171
1091	Ala. Midl. Ry	542,861	37.79	62.21	110.63	176	72	215	78
1098	Atlanta & W. Pt. R. R.	300,756	50.60	49.40	67.33	53	50	142	55
1102	Birm. & Atl. R. R.	33,689	36.02	63.78	88.76	6	2	14	9
1104	Birm., Selma & N. O. Ry.	19,478	33.23	66.77	148.18	6	1	7	4
1105	Birm., Sheff. & Tenn. Riv. Ry.	175,512	[4] 33.04	[4] 66.96	75.03	70	21	69	13
1111	Bruns. & Wn. R. R.	437,752	47.13	52.87	77.19	69	55	186	126
1115	Cent. R. R. & Bkg. Co. of Ga.	4,987,301	40.88	59.12	87.49	1,140	837	2,400	608
1125	Chatt. Sn. Ry	84,652	31.52	68.48	98.10	21	10	39	13
1127	Ches. & Nashv. Ry	41,016	25.00	75.00	75.38	11	3	13	13
984	Ches. & Ohio Ry. [5] [Line west of Huntington, W. Va.]	1,688,953	32.26	67.74	69.34	382	350	814	142
1128	Ky. & S. Atl. Ry.	14,071	29.80	70.20	108.61	5	2	4	
1131	Cin. & Ky. Sn. R. R.	16,186		100.00	110.27	7		4	3
1132	Cin., N. O. & Tex. Pac. Ry.	3,045,097	22.81	77.19	73.07	588	507	1,588	361
1135	Cols. Sn. Ry	73,618	60.51	39.49	89.56	14	11	32	15
1138	Dover & Statesboro R. R. [6]								
1140	E. & W. R. R. of Ala	104,615	33.33	66.67	94.65	32	11	50	11
1141	E. Tenn. & Wn. N. C. R. R.	60,129	[7] 25.00	[7] 75.00	89.31	19	11	22	6
1142	E. Tenn., Va. & Ga. Ry. [8]	4,054,182	31.39	68.61	70.27	921	809	1,810	512
1144	Knoxv. & Ohio R. R.	359,469	21.39	78.61	69.75	92	50	185	31
1146	Memph. & Charleston R. R.	1,171,721	32.31	67.69	77.37	172	155	597	344
1147	En. Ky. Ry.	49,366	25.08	74.92	86.82	17	7	17	6
1150	Fla. Cent. & Penin. R. R.	1,132,935	50.73	49.27	68.86	304	123	498	205
1151	E. Fla. & Atl. R. R.	9,042	[3] 25.00	[3] 75.00	99.90	2		5	
1154	Gadsden & Attalla Un. Ry. [9]	[2] 2,020	[3] 25.00	[3] 75.00	39.45				
1156	Georgia R. R.	1,070,104	34.18	65.82	71.59	210	206	523	129
1158	Gainesv., Jeff. & Sn. R. R.	38,712	33.39	66.61	103.70	15	3	17	1
1159	Un. Pt. & White Plains R. R.	7,849	33.34	66.66	138.11	2		4	
1161	Ga. Midl. & Gulf R. R.	136,178	41.99	58.01	83.59	35	12	58	20
1162	Ga. Sn. & Fla. R. R.	640,352	51.10	48.90	78.34	179	115	267	79
1167	Gulf & Chic. R. R.	32,553	27.93	72.07	80.80	16	3	10	2
1171	Hartwell R. R. [10]	3,331	[3] 25.00	[3] 75.00	84.98	1		1	
1173	Ill. Cent. R. R. [11] [Line south of Cairo, Ill.]	4,211,548	30.41	69.59	78.35	1,153	621	1,985	450
1176	Yazoo & Miss. Vy. R. R.	1,613,348	35.17	64.83	67.49	299	201	945	167
1177	Indn. Spgs. & Flovilla R. R.	[2] 550	[3] 25.00	[3] 75.00	22.45				
1181	Jacksonv., Tampa & Key W. Ry.	533,427	54.34	45.66	64.94	106	76	247	102
1182	Fla. Sn. R. R.	390,649	52.78	47.22	81.11	110	67	153	58
1586	Kans. Cy., Ft. Scott & Memph. R. R.: [12]								
1186	Kans. Cy., Memph. & Birm. R. R.	948,227	40.32	59.68	81.12	277	135	389	145

[1] Includes $25,496 "unclassified;" covers five roads making no classification of "operating expenses" under the four general heads.
[2] Unclassified.
[3] Apportioned by this Office on basis of 25 per cent to passenger and 75 per cent to freight service.
[4] Apportioned by this Office on basis of mileage of trains earning revenue.
[5] See page 400, No. 984, for totals covering entire road.
[6] Report of Receiver for period, February 12, 1893 to June 30, 1893; no report of operations.
[7] Apportioned by this Office on basis of trains earning revenue.
[8] Report of Receivers for period, June 25, 1892 to June 30, 1893.
[9] Report for period, January 1 to June 1, 1893.
[10] Report of Receiver for seven months ending June 30, 1893.
[11] See page 400, No. 1173, for totals covering entire road.
[12] Inserted to show relation of road following.

GROUP V. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

No.	1 Abbreviated name of road.	2 TOTAL OPERATING EXPENSES. Amount.	3 Proportion assigned to— Passenger service.	4 Freight service.	5 Proportion to earnings from operation. 100 × Col. 2 / T. III, C. 16	6 DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.] Maintenance of way and structures.	7 Maintenance of equipment.	8 Conducting transportation.	9 General expenses.
		Dollars.	*P. ct.*	*P. ct.*	*Per cent.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*
1190	Ky. Un. Ry	160,772	[1] 25.00	[1] 75.00	70.87	64	14	59	21
1194	Knoxv., Cumb. Gap. & Louisv. R. R.	178,035	40.83	59.17	112.80	36	25	88	26
1197	Louisv. & Nashv. R. R. [2] [Line south of Ohio Riv.]	13,860,665	28.44	71.56	64.74	2,518	2,303	7,281	1,756
1212	Hend. Brg. Co	[3] 13,295	31.00	69.00	4.93	.....	.....	.....	13
1213	Newpt. & Cin. Brg. Co	14,520	[1] 25.00	[1] 75.00	10.97	5	.....	.....	8
1215	Louisv. Brg. Co	137,236	24.44	75.56	29.53	31	.....	70	35
1172	Louisv., N. O. & Tex. Ry. [4]	849,125	40.78	59.22	91.55	198	124	434	92
1227	Mobile & Birm. Ry	324,739	43.00	57.00	115.41	126	23	140	34
1228	Mobile & Ohio R. R. [5] [Line south of Cairo, Ill.]	1,544,036	31.46	68.54	69.12	367	251	697	227
1231	Nashv. & Knoxv. R. R.	45,720	33.36	66.64	58.40	12	5	22	4
1232	Nashv., Chatt. & St. L. Ry	3,139,405	35.23	64.77	61.36	643	328	1,733	433
1235	N. O. & N. En. R. R	1,155,984	23.95	76.05	81.49	225	244	538	147
1236	Newpt. News & Miss. Vy. Co.: [6]								
1237	Ches., Ohio & S. Wn. R. R.	1,585,752	33.62	66.38	65.38	356	301	706	221
1238	Hodgenv. & Elizabetht. Ry.	[3] 9,816	40.00	60.00	88.74	.....	.....	.....	.....
1239	Ohio Vy. Ry	359,097	43.70	56.30	100.13	132	30	136	58
1242	Troy & Tiptonv. R. R.	[3] 4,710	[1] 25.00	[1] 75.00	138.30	.....	.....	.....	.....
1243	Oconee & Wn. R. R. [7]	.....	.....	.....	.....	.....	.....	.....	.....
1244	Orange Belt Ry	126,320	66.42	33.58	106.72	48	14	44	17
1019	Rich. & Danv. R. R.: [8]								
1259	Ga. Pac. Ry	1,599,629	27.50	72.50	81.70	361	323	733	180
1265	Salt Spgs. & Bowden Lithia R. R.	1,200	100.00	.....	100.00	.....	.....	.....	.....
1266	Sandersv. & Tennille R. R	5,772	25.00	75.00	78.28	.....	.....	2	1
1267	Sav., Amer. & Montg. Ry	478,949	[9] 40.51	[9] 59.49	84.31	83	67	242	85
1269	Sav., Fla. & Wn. Ry	1,914,499	50.08	49.92	66.06	377	285	1,078	172
1273	S. Bruns. Term. R. R. [10]	.....	.....	.....	.....	.....	.....	.....	.....
1274	S. Fla. R. R.	523,677	57.80	42.20	75.39	157	75	233	57
1279	Talbotton R. R	5,436	[1] 25.00	[1] 75.00	57.78	1	.....	3	.....
1285	Tuskegee R. R	5,513	46.37	53.63	53.25	1	.....	2	1
1288	Wn. Ry. of Ala	358,394	51.84	48.16	71.75	76	72	148	61

[1] Apportioned by this Office on basis of 25 per cent to passenger and 75 per cent to freight service.
[2] See page 400, No. 1197, for totals covering entire road.
[3] Unclassified.
[4] Report for four months ending October 31, 1892. Consolidated with Yazoo & Miss. Vy. R. R., October 31, 1892.
[5] See page 400, No. 1228, for totals covering entire road.
[6] Report not filed; inserted to show relation of four roads following.
[7] Report for period, October 11, 1892, to June 30, 1893; no report of operations
[8] Inserted to show relation of road following.
[9] Apportioned by this Office on basis of mileage of trains earning revenue.
[10] No report of operations.

GROUP VI. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Proportion assigned to— Passenger service.	Proportion assigned to— Freight service.	Proportion to earnings from operation. 100 × Col. 2 ÷ T. III, C. 16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
	Total—Group VI	*Dollars.* 159,106,507	*P. ct.* 31.78	*P. ct.* 68.22	*Per cent.* 64.69	*Dolls.* 33,829	*Dolls.* 24,703	*Dolls.* 82,667	*Dolls.* 17,385
1292	Abbotsf. & N. En. R. R	10,040	.....	100.00	50.78	.....	.....	9	.....
1295	Atch., Top. & S. Fé R. R. [1] [Line east of Kansas City, Mo.]	2,811,924	30.24	69.76	59.89	541	484	1,426	350
1296	Belt Ry. of Chic	582,888	.....	100.00	70.33	87	93	357	44
1297	Black H. & Ft. Pierre R. R	134,371	38.58	61.42	71.39	68	16	47	1
1299	Burl. & N. Wn. Ry	45,480	49.83	50.17	65.92	22	1	16	4
1300	Burl. & Wn. Ry	83,858	47.02	52.98	110.70	29	10	37	6
1301	Burl., Cedar Rap. & Nn. Ry	3,130,857	30.59	69.41	72.86	1,064	417	1,391	257
1307	Calumet & Blue I. Ry	409,046	.....	100.00	92.77	38	80	212	77
1310	Chic. & Alt. R. R	5,267,167	37.48	62.52	62.52	1,140	681	2,655	790
1316	Chic. & Calumet Term. Ry	179,521	.....	100.00	80.70	15	28	119	16
1317	Chic. & En. Ill. R. R	2,795,996	25.57	74.43	62.81	401	619	1,537	236
1322	Chic. & Kenosha Ry	15,965	.....	100.00	61.66	2	1	9	1
1323	Chic. & N. Wn. Ry	21,291,738	30.67	69.33	65.08	4,416	3,396	12,036	1,442
1327	Sioux Cy. & Pac. R. R	389,120	49.72	50.28	71.16	97	45	217	28
1328	Chic. & Ohio Riv. R. R	55,920	24.55	75.45	59.28	23	2	25	4
1329	Chic. & S. En. Ry. (of Ill.)	56,924	.....	100.00	99.06	13	5	33	4
1330	Chic., Burl. & Kans. Cy. Ry	298,350	[2]36.64	[2]63.36	82.47	114	36	127	20
1331	Chic., Burl. & Nn. R. R. of Wis. and Minn.	1,640,278	[2]33.14	[2]66.86	67.61	268	157	885	235
1333	Chic., Burl. & Quin. R. R. [3] [Line east of Missouri Riv.]	13,594,340	36.00	64.00	65.74	2,560	2,462	7,125	1,445
1335	Kans. Cy., St. Jos. & Coun. Bluffs R. R.	1,189,334	[2]55.55	[2]44.45	56.19	245	137	661	144
1337	Chic., Ft. Mad. & Des M. Ry	47,701	[2]61.27	[2]38.73	82.96	12	1	21	11
1338	Chic. Gt. Wn. Ry	4,246,113	28.28	71.72	84.49	670	465	2,213	896
1342	Chic., Milw. & St. P. Ry	21,658,332	29.00	71.00	63.32	5,004	3,694	10,938	2,029
1344	Chic., Rock I. & Pac. Ry. [4] [Line east of Missouri Riv.]	10,023,189	[2]32.97	[2]67.03	69.18	2,242	1,401	5,109	1,269
1348	Chic., St. P., Minneap. & Om. Ry. [5] [Line east of Missouri Riv.]	5,712,259	35.99	64.01	69.36	1,679	862	2,632	536
1351	Chippewa Riv. & Menomonie Ry.	51,178	.....	100.00	72.81	9	9	28	3
758	Clev., Cin., Chic. & St. L. Ry. [6] [Line west of Terre Haute, Ind.]	2,033,184	38.01	61.99	67.72	368	286	1,110	266
1352	Kank. & Seneca Ry	75,920	27.74	72.26	91.42	36	6	30	2
767	Peoria & En. Ry. [7] [Line west of Danville, Ill.]	405,941	39.34	60.66	76.64	114	60	195	25
1354	Crooked Ck. R. R. & Coal Co	17,131	10.00	90.00	168.75	8	1	5	1
1356	Des M. & Kans. Cy. Ry	107,190	33.27	66.73	91.04	39	15	28	23
1357	Des M. Nn. & Wn. Ry	309,243	54.26	45.74	76.25	74	27	104	103
1358	Des M. Un. Ry	149,797	[8]25.00	[8]75.00	.....	18	5	118	7

[1] Group figures assigned by this Office. See page 400, No. 1295, for totals covering entire road.
[2] Apportioned by this Office on basis of mileage of trains earning revenue.
[3] See page 400, No. 1333, for totals covering entire road.
[4] See page 400, No. 1344, for totals covering entire road.
[5] See page 400, No. 1348, for totals covering entire road.
[6] Group figures assigned by this Office. See page 400, No. 758, for totals covering entire road.
[7] Group figures assigned by this Office. See page 400, No. 767, for totals covering entire road.
[8] Apportioned by this Office on basis of 25 per cent to passenger and 75 per cent to freight service.

VI. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

1	2	3	4	5	6	7	8	9
	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
bbreviated name of road.	Amount.	Proportion assigned to— Passenger service.	Proportion assigned to— Freight service.	Proportion to earnings from operation. 100 × Col. 2 / T. III. C. 16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
	Dollars.	*P. ct.*	*P. ct.*	*Per cent.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*
uth & Iron Range R. R.	675,516	22.13	77.87	43.90	162	148	307	56
uth & Winn. R. R	129,757	62.39	37.61	57.37	32	13	53	30
uth, Missabe & Nn. Ry	164,503	30.95	69.05	182.05	37	26	61	39
uth, Red Wing & Sn. R.	42,578	33.12	66.88	59.94	12	2	17	10
uth. S. Shore & Atl. Ry	1,548,240	40.98	59.02	68.85	305	173	823	245
t. L. Con. Ry. [1]	136,585	.....	100.00	90.86	25	12	74	24
in, Joliet & En. Ry.	634,623	2.35	97.65	68.98	94	101	362	76
nsv. & T. Haute R. R. [2]								
eoria, Dec. & Evansv. Ry.	502,246	30.43	69.57	59.20	109	84	228	79
ton Co. N. G. Ry	48,349	31.89	68.11	103.91	23	5	15	4
Tower & Carb. R. R	82,245	18.98	81.02	54.94	16	16	36	12
r. Tower & Cape Gir. R. R	39,721	33.05	66.95	71.78	8	7	19	4
Nn. Ry., [3] [Line east of Minot, N. Dak.]	5,190,591	34.00	66.00	46.63	1,411	768	2,430	580
.P., Minneap. & Manit. Ry. [4] [Line east of Minot, N. Dak.]								
Duluth, Watert. & Pac. Ry	35,696	21.24	78.76	56.19	11	3	17	3
Willmar & Sioux Falls Ry.	253,021	40.78	59.22	50.58	50	35	137	29
n. Ry. Co. of Minn	657,046	18.16	81.84	47.87	66	78	356	155
Duluth Term. Ry	14,750	[5]25.00	[5]75.00	72.48	13	.....	.....	1
en Bay, Win. & St. P. R. R.	375,515	27.04	72.96	77.92	107	50	176	40
ewaunee, Green Bay & Wn. R. R.	39,648	29.48	70.52	61.90	9	3	21	5
in. & St. Jos. R. R	2,052,617	[6]33.27	[6]66.73	67.27	318	345	1,204	183
neston & Shen. R. R	141,803	40.08	59.92	98.83	66	15	49	10
Cent. R. R. [7] [Line north of Cairo, Ill.]	8,945,580	35.17	64.83	61.20	1,555	1,491	5,070	829
., Ill. & Io. R. R	608,040	3.19	96.81	77.66	109	57	303	137
pls., Dec. & Wn. Ry. [8] [Line in Illinois.]	178,856	46.79	53.21	70.84	36	23	90	29
Cent. Ry	1,390,123	25.82	74.18	71.58	382	175	658	173
lbia & Centerv. Ry.	35,805	24.15	75.85	109.77	23	2	9	.....
Nn. Ry	20,727	[6]25.00	[6]75.00	96.39	13	1	4	1
et & Blue I. Ry	61,683	.....	100.00	91.83	15	11	32	2
is. Cy. & Atl. R. R. [9]	986	24.87	75.13	95.58	.....	.....	.....	.....
kuk & Ham. Brg. Co	14,418	[5]25.00	[5]75.00	30.60	3	5	.....	5
kuk & Wn. R. R	268,151	62.37	37.63	66.27	83	44	106	32
kapoo Vy. & Nn. Ry. [10]	19,585	25.00	75.00	142.68	6	.....	8	3
up. Term. & Tr. Ry	105,135	14.44	85.56	92.30	6	3	85	8
Salle & Bureau Co. R. R. [11]	.....	.....	.....	.....	.....	.....	.....	.....
isv. & Nashv. R. R. [12] [Line north of Ohio Riv.]	809,390	28.17	71.83	61.15	150	149	390	119
on Cy. & Ft. Dodge R. R	113,321	48.78	51.22	80.55	50	15	34	12
w. & Nn. R. R	7,173,497	31.74	68.26	65.90	239	153	647	132
w. & Sup. Ry	22,680	10.00	90.00	70.48	.....	1	18	1
w., Bay V. & Chic. R. R.	48,082	.....	100.00	70.30	13	6	25	2

ms switching service only.
ed to show relation of road following.
ge 400, No. 1378, for totals covering entire road.
ed to show relation of two roads following.
tioned by this Office on basis of 25 per cent to passenger and 75 per cent to freight service.
tioned by this Office on basis of mileage of trains earning revenue.
ge 400, No. 1173, for totals covering entire road.
ge 400, No. 800, for totals covering entire road.
for period June 15 to June 30, 1893.
of operations by the United States Construction Company.
ot in operation.
ge 400, No. 1197, for totals covering entire road.

GROUP VI. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

No.	1 Abbreviated name of road.	2 TOTAL OPERATING EXPENSES. Amount.	3 Proportion assigned to— Passenger service.	4 Freight service.	5 Proportion to earnings from operation. 100 × Col. 2 / T. III, C. 16	6 DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.] Maintenance of way and structures.	7 Maintenance of equipment.	8 Conducting transportation.	9 General expenses.
		Dollars.	*P. ct.*	*P. ct.*	*Per cent.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*
1428	Milw., L. Shore & Wn. Ry	2,307,389	25.06	74.94	59.26	452	338	1,273	242
1430	Minneap. & St. L. Ry	1,254,798	38.21	61.79	60.42	327	192	534	201
1431	Wis., Minn. & Pac. Ry	264,808	50.20	49.80	85.90	110	30	104	19
1432	Minneap. En. Ry	25,469	.....	100.00	49.36	4	.....	16	3
1433	Minneap., St. P. & S. S. Marie Ry.	2,459,240	27.93	72.07	71.21	399	399	1,270	389
1228	Mobile & Ohio R. R. [1] [Line north of Cairo, Ill.]	618,458	25.23	74.77	69.42	144	70	331	73
1436	Mo., Kans. & En. Ry. [2]	.....	.....	.....	.....	.....	.....	.....	.....
1438	Nn. Pac. R. R. [3] [Line east of Montana.]	6,274,805	30.11	69.89	55.72	1,462	996	2,987	828
1451	Wis. Cent. Co. (lessee)	3,663,247	29.07	70.93	65.05	625	540	2,071	426
1453	Chic. & Nn. Pac. R. R.	252,471	66.82	33.18	18.45	23	27	183	18
870	Ohio & Miss. Ry. [4] [Line west of Vincennes, Ind.]	1,393,230	46.13	53.87	63.40	313	201	687	191
1457	Om. & St. L. Ry	511,297	14.67	85.33	84.03	69	80	292	66
1458	Pawnee R. R	8,295	25.00	75.00	76.50	1	.....	3	2
872	Pennsylvania Co.: [5]								
1460	E. St. L. & Carondelet Ry. [6]	93,165	[7] 25.00	[7] 75.00	84.09	24	15	48	4
1463	Port Edw., Centralia & Nn. Ry.	28,037	[7] 25.00	[7] 75.00	75.84	.....	.....	18	8
1464	Prairie du C. & McG. Ry	41,414	[7] 25.00	[7] 75.00	64.68	1	.....	17	21
1465	Quin., Om. & Kans. Cy. Ry	216,718	44.67	55.33	77.60	79	16	77	43
1466	Rock I. & Peoria Ry	403,570	27.03	72.97	59.11	101	55	195	51
1470	St. L., Alt. & T. Haute R. R	955,877	22.80	77.20	59.02	212	174	470	98
1481	St. L., Indpls. & En. R. R	89,728	26.44	73.56	90.85	27	10	41	10
1482	St. L., Keokuk & N. Wn. R. R	1,335,625	[8] 43.18	[8] 56.82	66.07	179	111	729	315
1483	St. P. & Duluth R. R	1,452,398	33.76	66.24	68.46	365	213	701	172
1489	St. P. Un. Depot Co	115,173	91.68	8.32	71.74	9	1	34	70
1490	Sioux Cy. & Nn. R. R.	240,328	44.96	55.04	60.24	32	36	119	52
1492	Sioux Falls Term. R. R. [9]	.....	.....	.....	.....	.....	.....	.....	.....
1496	Tabor & Nn. Ry	9,385	[8] 46.64	[8] 53.36	93.26	4	.....	4	.....
919	T. Haute & Indpls. R. R. [10] [Line in Illinois.]	1,642,150	31.17	68.83	72.91	326	287	894	134
1499	Tol., Peoria & Wn. Ry	740,407	32.48	67.52	75.12	177	80	346	136
929	Tol., St. L. & Kans. Cy. R. R. [11] [Line in Illinois.]	533,772	19.90	80.10	74.88	76	70	300	88
930	Wabash R. R [12] [Line west of Danville, Ill.]	6,573,829	28.50	71.50	75.04	1,213	1,179	3,472	707
1507	Wabash, Chester & Wn. R. R	69,484	51.58	48.42	73.54	33	5	24	5
1510	Win. & S. Wn. Ry	115,443	[8] 50.00	[8] 50.00	71.06	23	8	67	15
1511	Win. Brg. Ry	5,133	[7] 25.00	[7] 75.00	17.92	.....	.....	2	1
1512	Wis. & Chippewa Ry	9,954	25.00	75.00	116.37	1	1	7	.....

[1] See page 400, No. 1228, for totals covering entire road.
[2] Road under construction.
[3] Figures cover 2,037.70 miles, group portion of whole line; 264.95 miles not in United States. See page 400, No. 1438, for totals covering entire road.
[4] Group figures assigned by this Office. See page 400, No. 870, for totals covering entire road.
[5] Inserted to show relation of road following. [6] Performs switching service only.
[7] Apportioned by this Office on basis of 25 per cent to passenger and 75 per cent to freight service.
[8] Apportioned by this Office on basis of mileage of trains earning revenue.
[9] No report of operations. [10] See page 400, No. 919, for totals covering entire road.
[11] Group figures assigned by this Office. See page 400, No. 929, for totals covering entire road.
[12] Group figures assigned by this Office. See page 400, No. 930, for totals covering entire road.

GROUP VII. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Proportion assigned to— Passenger service.	Proportion assigned to— Freight service.	Proportion to earnings from operation. 100 × Col 2 / T. III, C. 16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
	Total—Group VII	*Dollars.* 30,609,057	*P. ct.* 33.37	*P. ct.* 66.63	*Per cent.* 64.58	*Dolls.* 6,832	*Dolls.* 5,240	*Dolls.* 15,197	*Dolls.* 3,338
1323	Chic. & N. Wn. Ry.: [1]								
1514	Frem., Elk. & Mo. Vy. R. R...	2,232,637	32.50	67.50	62.17	482	321	1,242	186
1333	Chic., Burl. & Quin. R. R. [2] ..... [Line west of Missouri Riv.]	8,496,331	36.00	64.00	65.81	2,160	1,295	4,302	737
1348	Chic., St. P., Minneap. & Om. Ry. [3] [Line west of Missouri Riv.]	616,497	32.22	67.78	64.58	197	92	274	52
1516	Gt. Falls & Can. Ry	73,057	[4] 25.00	[4] 75.00	90.40	19	9	33	9
1378	Gt. Nn. Ry. [5] ..... [Line west of Minot, N. Dak.]	2,144,826	39.11	60.89	88.27	687	298	918	241
1517	Mont. Cent. Ry	786,372	31.23	68.77	67.94	241	103	333	107
1518	Kear. & Black H. Ry	53,200	54.24	45.76	40.21	8	7	27	10
1438	Nn. Pac. R. R. [6] ..... [Line in Idaho and Montana.]	4,406,832	27.65	72.35	64.43	1,182	735	2,022	466
1527	Sioux Cy., O'Neill & Wn. Ry....	92,691	68.59	31.41	47.72	15	17	49	10
1529	Un. Pac. Ry. [7] ..... [Union and Cheyenne Divisions.]	8,778,954	30.01	69.99	56.92	1,331	1,940	4,416	1,089
1530	Lar., N. Park & Pac. R. R. & Tel. Co. [8]	2,930	.....	100.00	2,448.82	1	.....	.....	.....
1531	Brighton & Boulder Brh. R. R.	32,457	2.16	97.84	134.29	13	4	12	1
1532	Carb. Cut Off Ry	35,135	15.74	84.26	99.41	4	9	20	1
1533	Mont. Un. Ry	708,853	34.91	65.09	76.26	65	117	496	29
1535	Om. & Repub. Vy. Ry	1,300,766	52.70	47.30	93.32	238	189	607	264
1536	St. Jos. & Gr. I. R. R.....	698,560	27.84	72.16	63.29	146	84	354	112
1537	Kans. Cy. & Om. R. R.....	148,959	32.94	67.06	76.50	35	12	83	17

[1] Inserted to show relation of road following.
[2] See page 400, No. 1333, for totals covering entire road.
[3] See page 400, No. 1348, for totals covering entire road.
[4] Apportioned by this Office on basis of mileage of trains earning revenue.
[5] See page 400, No. 1378, for totals covering entire road.
[6] See page 400, No. 1438, for totals covering entire road.
[7] See page 400, No. 1529, for totals covering entire road.
[8] Report for six months ending December 31, 1893.

GROUP VIII. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Proportion assigned to— Passenger service.	Proportion assigned to— Freight service.	Proportion to earnings from operation. 100 × Col. 2 ÷ T. III, C. 1a.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
	Total—Group VIII	*Dollars.* 73,395,124	*P. ct.* 31.32	*P. ct.* 68.68	*Per cent.* 68.59	*Dolls.* 16,387	*Dolls.* 11,761	*Dolls.* 36,533	*Dolls.* 8,712
1538	Ark. & La. Ry	38,037	29.67	70.33	73.84	14	5	13	4
1295	Atch., Top. & S. Fé R. R. [1] [Line west of Kansas City, Mo.]	14,839,828	30.24	69.76	64.28	2,855	2,557	7,528	1,886
1544	Atl. & Pac. R. R. [2] [Central Division.]	158,173	21.80	78.20	98.11	51	12	86	8
1545	Colo. Midl. Ry	1,820,656	34.01	65.99	86.71	410	266	887	256
1548	Manh., Al. & Bgame. Ry	58,300	27.11	72.89	146.20	35	6	13	3
1549	St. L. & San Fran. Ry	4,587,974	26.34	73.66	60.83	827	717	2,396	646
1559	St. L., Kans. Cy. & Colo. R. R.	126,692	68.06	31.94	136.61	30	8	49	38
1560	Wich. & Wn. Ry	130,870	45.83	54.17	73.60	48	13	56	10
1344	Chic., Rock I. & Pac. Ry. [3] [Line west of Missouri Riv.]	5,188,881	[4] 46.15	[4] 53.85	79.75	1,024	757	2,570	835
1564	Choctaw Coal & Ry. Co	166,595	38.83	61.17	70.84	44	17	55	49
1566	Crystal Ry	8,448	26.48	73.52	52.34	1	1	5	.....
1569	Denison & Washita Vy. Ry	20,090	3.83	96.17	56.49	6	2	10	.....
1570	Denver & Rio G. R. R.	5,309,837	41.47	58.53	57.07	1,140	589	2,841	738
1573	Denver, Lakewood & Golden R. R.	35,879	59.91	40.09	85.55	2	1	28	11
1575	Dodge Cy., Montez. & Trin. Ry.	8,025	24.96	75.04	138.80	1	.....	3	3
1576	Eureka Spgs. Ry	41,196	65.00	35.00	46.68	10	9	13	7
1583	Hutchinson & Sn. R. R.	57,455	40.10	59.90	75.39	14	2	31	8
1585	Kans. Cy. Belt Ry	95,354	.....	100.00	37.27	11	12	57	14
1586	Kans. Cy., Ft. Scott & Memph. R. R.	3,622,935	26.17	73.83	71.51	804	699	1,708	410
1587	Current Riv. R. R	125,285	30.04	69.96	63.09	42	23	54	3
1589	Kans. Cy., Clinton & Springf. Ry.	208,221	46.09	53.91	59.23	89	36	74	8
1592	Kans. Cy., Pittsb. & Gulf R. R. [5]	57,828	[6] 25.00	[6] 75.00	100.07	10	6	20	20
1597	Little Rock & Memph. R. R	389,321	[6] 67.75	[6] 32.25	97.28	92	43	194	58
1598	La., Ark. & Mo. R. R. [7]	.....	.....	.....	.....	.....	.....	.....	.....
1600	Manitou & Pike's Peak Ry	45,207	100.00	.....	57.53	5	21	12	6
1602	Miss. Riv. & Bonne T. Ry	100,210	25.09	74.91	63.83	24	16	46	12
1604	Mo., Kans. & Tex. Ry. [8] [Line north of Denison, Tex.]	3,921,661	23.80	76.20	61.24	1,025	458	1,834	603
1606	Mo. Pac. Ry	11,191,359	29.14	70.86	76.90	2,688	2,025	5,706	771
1620	Cent. Brh. Un. Pac. R. R	870,831	27.21	72.79	69.58	268	87	441	73
1623	Kans. Cy., Wyand. & N. Wn. R. R.	344,955	35.26	64.74	95.72	76	63	143	60
1626	Kans. Cy. & Beatrice R. R.	43,028	48.38	51.62	305.04	7	1	20	13
1627	St. L., Iron Mtn. & Sn. Ry	8,641,822	26.89	73.11	69.68	2,061	1,479	4,501	599
1632	Bellevue Vy. R. R. [9]	.....	.....	.....	.....	.....	.....	.....	.....
1633	Sedalia, Warsaw & S. Wn. Ry.	29,659	20.22	70.78	78.85	12	2	13	1
1634	Mo. Sn. R. R.	16,803	.....	100.00	81.08	7	3	5	.....
1635	Mo. S. En. Ry	4,440	.....	100.00	504.60	1	.....	1	1
1636	Montg. & Wn. R. R. [7]	.....	.....	.....	.....	.....	.....	.....	.....
1639	Pine Bluff & En. R. R.	13,006	25.98	74.02	101.20	4	.....	5	3
1644	St. L. S. Wn. Ry	2,511,861	27.84	72.16	77.65	633	372	1,124	380

[1] Group figures assigned by this Office. See page 400, No. 1295, for totals covering entire road.
[2] See page 400, No. 1544, for totals covering entire road.
[3] See page 400, No. 1344, for totals covering entire road.
[4] Apportioned by this Office on basis of mileage of trains earning revenue.
[5] Report for six months ending June 30, 1893.
[6] Apportioned by this Office on basis of 25 per cent to passenger and 75 per cent to freight service.
[7] Road not in operation.
[8] See page 400, No. 1604, for totals covering entire road.
[9] No report of operations

GROUP VIII. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

No.	1 Abbreviated name of road.	2 TOTAL OPERATING EXPENSES. Amount.	3 Proportion assigned to— Passenger service.	4 Proportion assigned to— Freight service.	5 Proportion to earnings from operation. 100 × Col. 2 / T. III, C. 16	6 DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.] Maintenance of way and structures.	7 Maintenance of equipment.	8 Conducting transportation.	9 General expenses.
		Dollars.	*P. ct.*	*P. ct.*	*Per cent.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*
1649	St. L. Tr. Ry	106,260	.....	100.00	93.12	13	7	60	25
1653	Term. R. R. Assn. of St. L.	788,633	20.02	79.98	43.83	126	67	502	92
1656	Texarkana & Ft. Smith Ry.[1]	28,912	[2]25.00	[2]75.00	84.57	6	4	12	6
1657	Texarkana & Shrevept. R. R.	19,379	[2]25.00	[2]75.00	56.70	9	.....	5	3
1658	Ultima T., Arkadel. & Miss. Ry.[3]	.....	.....	.....	.....	.....	.....	.....	.....
1529	Un. Pac. Ry.[4]	2,538,831	40.45	59.55	58.75	540	470	1,158	369
	[Kansas Div. and Leavenworth Branch.]								
1661	Denver, Leadv. & Gunnison Ry.	970,888	26.42	73.58	97.08	223	152	526	68
1662	Jctn. Cy. & Ft. Kear. Ry	159,498	59.86	40.14	98.67	51	29	68	9
1663	Kans. Cent. R. R.	236,289	24.86	75.14	136.06	125	32	63	14
1664	Leav., Top. & S. Wn. Ry	67,355	24.28	75.72	230.59	30	10	22	3
1665	Sal. & S. Wn. Ry	63,109	45.55	54.45	99.12	16	8	21	16
1666	Solomon R. R.	93,280	59.40	40.60	55.57	28	14	40	9
1668	Un. Pac., Denver & Gulf Ry.	3,251,334	27.56	72.44	77.69	749	602	1,366	503
1669	Un. Pac., Linc. & Colo. Ry.	185,313	23.33	76.67	43.46	56	33	76	19
1670	White & Black Riv. Vy. Ry.	55,321	[5]73.23	[5]26.77	71.95	20	5	21	7

[1] Report for seven months ending June 30, 1893.
[2] Apportioned by this Office on basis of 25 per cent to passenger and 75 per cent to freight service.
[3] No report of operations.
[4] See page 400, No. 1529, for totals covering entire road.
[5] Apportioned by this Office on basis of mileage of trains earning revenue.

GROUP IX. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Proportion assigned to— Passenger service.	Proportion assigned to— Freight service.	Proportion to earnings from operation. 100×Col. 2 / T. III, C. 16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
	Total—Group IX	*Dollars.* 31,786,526	*P. ct.* 27.08	*P. ct.* 72.92	*Per cent.* 75.70	*Dolls.* 7,405	*Dolls.* 4,453	*Dolls.* 16,676	*Dolls.* 3,250
1295	Atch., Top. & S. Fé R. R.: [1]								
1675	Gulf, Colo. & S. Fé Ry	4,645,441	24.04	75.96	87.28	853	717	2,773	300
1677	Austin & N. Wn. R. R.	[2]70,840	[2]51.26	[2]48.74	63.38	40	14	98	16
1680	Chic., Rock I. & Tex. Ry.[3]	13,867	[4]25.00	[4]75.00	38.55			7	5
1686	Ft. Wor. & Rio G. Ry	271,319	28.14	71.86	66.90	58	28	143	41
1687	Galv. & Wn. Ry	9,893	10.00	90.00	94.47	2		5	1
1689	Hearne & Brazos Vy. R. R.	19,180	25.00	75.00	77.92			16	2
1690	Houston & Tex. Cent. R. R.[5]	613,614	[2]36.35	[2]63.65	82.60	147	94	314	57
1692	Cent. Tex. & N. Wn. Ry	60,803	[2]57.81	[2]42.19	61.60	23	3	30	3
1693	Houston Belt & Magnolia Park Ry.	3,907	100.00		60.30			1	1
1694	Houston, E. & W. Tex. Ry	323,459	[2]42.30	[2]57.70	72.55	112	48	127	34
1695	Houston & Shreveport. R. R.	53,093	[2]51.66	[2]48.34	65.54	16	7	25	4
1697	Internat. & Gt. Nn. R. R.	2,653,307	23.98	76.02	66.91	616	368	1,455	213
1698	Galv., Houston & Hend. R. R. of 1882.	410,192	24.88	75.12	73.09	91	37	254	26
1699	Kans. Cy., Watkins & Gulf Ry.[6]	49,699	25.42	74.56	86.31	12	3	20	13
1708	Minden R. R. & Compress Co.	7,588	24.92	75.08	53.73	2		4	
1604	Mo., Kans. & Tex. Ry.[7] [Line south of Denison, Tex.]	3,702,368	25.28	74.72	92.90	967	431	1,733	570
1712	N. O. & N. Wn. Ry	46,877	[2]22.30	[2]77.70	73.08	9	2	27	6
1719	Paris, Marsh. & Sab. Pass Ry	15,792	[4]25.00	[4]75.00	93.63	6	1	3	4
1720	Pecos Vy. Ry	44,395	25.17	74.83	87.73	8	4	15	15
1721	Pecos Riv. R. R.	48,204	25.15	74.85	66.92	13	6	22	5
1722	Rio G. R. R.	29,201	25.00	75.00	54.17	2	3	15	7
1723	Rio G. & Eagle Pass Ry	12,502	[4]25.00	[4]75.00	94.45	4	1	4	2
1725	St. L. S. Wn. Ry. of Tex.	1,647,089	36.42	63.58	94.09	481	195	757	213
1726	Tyler S. En. Ry	122,883	38.91	61.09	93.96	19	20	65	16
1727	San Ant. & Aransas Pass R. R.	1,541,557	30.19	69.81	81.44	375	186	791	188
1729	Sherman, Shrevept. & Sn. Ry.[8]	109,145	26.32	73.68	105.72	38	10	45	14
1731	Sn. Pac. Co.[9] [Atlantic System.]	7,631,604	[2]27.22	[2]72.78	66.78	1,835	1,179	3,948	668
1740	Tex. & Pac. Ry	5,357,614	24.88	75.12	72.58	1,096	753	2,954	552
1741	Tex. Cent. R. R.	215,938	31.12	68.88	63.98	62	18	109	25
1742	Tex. Mexican Ry	167,494	23.20	76.80	91.49	48	15	80	22
1743	Tex. Midl. R. R.[10]	11,097	[4]25.00	[4]75.00	103.03			4	5
1744	Tex., Sab. Vy. & N. Wn. Ry	35,251	23.30	76.70	63.24	9	3	14	8
1747	Tex. Trunk R. R.	68,911	22.66	77.34	114.05	37	5	18	7
1529	Un. Pac. Ry.: [11]								
1668	Un. Pac., Denver & Gulf Ry.: [1]								
1749	Ft. Wor. & Denver Cy. Ry	1,161,809	24.57	75.43	69.30	258	194	584	134
1752	Velasco Term. Ry	29,015	38.93	61.07	75.95	1		21	5
1753	Vicksb., Shrevept. & Pac. R. R.	425,381	36.46	63.54	77.82	139	87	147	49
1755	Weatherf., Minl. Wells & N. Wn. Ry.	25,542	31.62	68.38	66.22	4	2	11	6
1756	Wich. Vy. Ry	30,615	25.01	74.99	47.53	7	1	16	4

[1] Inserted to show relation of road following.
[2] Apportioned by this Office on basis of mileage of trains earning revenue.
[3] Report for period, January 22, to June 30, 1893.
[4] Apportioned by this Office on basis of 25 per cent to passenger and 75 per cent to freight service.
[5] Report for three months ending June 30, 1893.
[6] Report for nine months ending June 30, 1893.
[7] See page 400, No. 1604, for totals covering entire road.
[8] Report for five months ending June 30, 1893.
[9] See page 400, No. 1731, for totals covering entire road.
[10] Report for period, February 25 to June 30, 1893.
[11] Inserted to show relation of two roads following.

UP X. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893—Continued.

A.—*Operating Expenses*—Continued.

1	2	3	4	5	6	7	8	9
	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
Abbreviated name of road.	Amount.	Proportion assigned to— Passenger service.	Proportion assigned to— Freight service.	Proportion to earnings from operation. 100 × Col. 2 / T. III, C. 16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
	Dollars.	*P. ct.*	*P. ct.*	*Per cent*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*
Total—Group X.....	[1] 42,730,955	42.53	57.47	64.98	10,036	6,514	21,219	4,854
Arcata & Mad Riv. R. R.....	64,037	45.64	54.36	67.96	19	5	18	20
Ariz. & New Mex. Ry.....	77,258	24.55	75.45	41.95	26	10	29	10
Ariz. & S. Eu. R. R.....	48,043	25.00	75.00	40.73	8	3	20	15
Atch., Top. & S. Fé R. R.: [2]								
Atl. & Pac. R. R. [3].....	2,996,065	31.64	68.36	88.05	621	531	1,616	226
[Western and California Divisions.]								
New Mex. & Ariz. R. R.....	152,911	24.33	75.67	77.54	57	10	73	11
Sn. Cal. Ry.....	1,696,713	57.52	42.48	74.17	264	137	1,105	188
Buckspt. & Elk Riv. R. R.....	23,066	1.95	98.05	61.11	7	4	8	2
Carson & Colo. Ry.....	138,450	25.00	75.00	64.89	34	14	72	17
Colusa & L. R. R.....	[4] 14,482	[5]25.00	[5]75.00	56.18	.....	.....	.....	.....
Coos Bay, Roseb. & Eu. R. R. & Nav. Co. [6]	.....	.....	.....	.....	.....	.....	.....	.....
Eureka & Palisade R. R.....	60,752	24.56	75.44	59.36	25	7	19	8
Gt. Salt L. & Hot Spgs. Ry. [7]...	.....	.....	.....	.....	.....	.....	.....	.....
Ilwaco Ry. & Nav. Co.....	[4] 10,823	[5]25.00	[5]75.00	55.74	.....	.....	.....	.....
Los Ang. Term. Ry. [8].....	83,830	[9]97.78	[9] 2.22	97.34	15	7	49	11
Maricopa & Phœnix R. R.....	68,536	24.32	75.68	42.22	14	8	26	19
Nev.-Cal.-Oregon Ry. [10].....	23,993	20.00	80.00	77.67	9	1	8	4
Nev.-Cal.-Oregon Ry. [8].....	23,831	19.70	80.30	65.16	9	1	8	4
Nn. Pac. R. R. [11].....	3,939,829	35.13	64.87	65.28	1,066	610	1,763	499
[Line west of Idaho.]								
Seattle, L. Shore & Eu. Ry...	303,383	45.82	54.18	63.89	65	44	167	26
N. Pac. Coast R. R.....	144,470	58.10	41.90	72.03	24	15	85	19
Oregon & Wash. T. R. R. [12].....	63,276	28.97	71.03	62.25	12	2	42	5
Rio G. Wn. Ry.....	1,609,577	45.46	54.54	64.47	383	194	795	235
Salt L. & Los Ang. Ry.....	7,926	100.00	.....	72.94	.....	.....	.....	7
San Fran. & N. Pac. Ry.....	553,006	52.53	47.47	63.10	152	51	235	112
Sierra Vy. & Mohawk R. R. [7]...	.....	.....	.....	.....	.....	.....	.....	.....
Silv. Cy. & Nn. R. R.....	11,601	33.25	66.75	88.06	1	.....	9	.....
Sn. Pac. Co. [13].....	22,506,585	[9]45.82	[9]54.18	62.58	5,532	3,257	11,277	2,439
[Pacific System.]								
Sumpter Vy. Ry. [8].....	11,632	[5]25.00	[5]75.00	99.76	4	2	4	.....
Un. Pac. Ry.: [2]								
Echo & Park Cy. Ry.....	92,596	48.46	51.54	73.98	27	19	40	4
Oregon S. Line & Utah Nn. Ry.	4,175,288	38.51	61.49	59.27	911	902	1,889	471
Oregon Ry. & Nav. Co. (lessee)	3,265,117	37.54	62.46	68.60	634	606	1,597	425
Utah Cent. Ry.....	99,148	[5]25.00	[5]75.00	.....	22	17	51	8
Vancouver, Klickitat & Yakima R. R.	4,178	2.32	97.68	33.61	.....	.....	3	.....
Va. & Truckee R. R.....	283,443	23.37	76.63	69.57	60	35	145	42
Visalia R. R. [14].....	[4] 21,734	[5]25.00	[5]75.00	67.64	.....	.....	.....	.....
Visalia & Tulare R. R.....	13,457	100.00	.....	77.40	4	1	5	2
Wash. & Col. Riv. Ry. [15].....	83,430	29.37	70.63	65.93	19	5	46	12
Wash. Sn. Ry. (of Wash.).....	[4] 58,487	.....	100.00	124.50	.....	.....	.....	.....

ncludes $105,526 "unclassified;" covers four roads making no classification of "operating nses" under the four general heads.
[2] Inserted to show relation of three roads following.
ee page 400, No. 1544. for totals covering entire road.
[4] Unclassified.
pportioned by this Office on basis of 25 per cent to passenger and 75 per cent to freight service.
oad not in operation.
[7] No report of operations.
eport for six months ending June 30, 1893.
pportioned by this Office on basis of mileage of trains earning revenue.
eport for six months ending December 31, 1892.
ee page 400, No. 1438, for totals covering entire road.
eport of Receiver for period, July 1 to November 4, 1892. Reorganized as Washington and mbia River Ry. November 4, 1892.
ee page 400, No. 1731. for totals covering entire road.
eport for eighteen months ending June 30, 1893.
eport for period, November 4, 1892 to June 30, 1893.

TABLE IV.—SUPPLEMENT.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1893.

A.—*Operating Expenses.*

[Showing totalized figures for certain roads lying in more than one group.]

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Proportion assigned to—		Proportion to earnings from operation. 100 × Col. 2 / T. III, C. 16.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
			Passenger service.	Freight service.					
		Dollars.	*P. ct.*	*P. ct.*	*Per cent.*	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*
f 43	Canadian Pac. Ry. [1]	12,770,497	43.20	56.80	60.68	2,707	1,618	6,920	1,523
176	Balt. & Ohio R. R. [2]	19,041,982	40.45	59.55	72.51	3,261	3,383	10,599	1,797
428	N. Y., L. Erie & Wn. R. R. [3]	20,271,696	22.40	77.60	66.16	2,996	3,475	12,234	1,564
758	Clev., Cin., Chic. & St. L. Ry. [4]	10,757,587	38.01	61.99	73.33	1,949	1,518	5,876	1,413
767	Peoria & En. Ry. [5]	1,428,363	39.34	60.66	82.06	403	212	687	124
800	Indpls., Dec. & Wn. Ry. [6]	357,712	46.79	53.21	70.84	72	46	180	58
806	Kanawha & Mich. Ry. [7]	258,627	44.47	55.53	71.59	75	34	110	37
868	Norf. & Wn. R. R. [8]	7,234,438	21.89	78.11	69.26	845	1,588	3,753	1,047
870	Ohio & Miss. Ry. [9]	2,854,395	46.13	53.87	66.39	641	412	1,408	391
919	T. Haute & Indpls. R. R. [10]	3,311,864	32.32	67.68	74.28	689	664	1,693	295
929	Tol., St. L. & Kans. Cy. R. R. [11]	1,754,097	19.90	80.10	80.94	249	230	988	295
930	Wabash R. R. [12]	11,277,799	28.50	71.50	76.00	2,062	2,024	5,957	1,213
984	Ches. & Ohio Ry. [13]	7,049,784	28.82	71.18	68.18	1,496	1,505	3,461	586
1173	Ill. Cent. R. R. [14]	13,157,129	34.52	65.48	65.81	2,708	2,112	7,055	1,279
1197	Louisv. & Nashv. R. R. [15]	14,670,055	28.42	71.58	64.51	2,669	2,453	7,672	1,875
1228	Mobile & Ohio R. R. [16]	2,162,495	29.68	70.32	69.20	511	321	1,028	301
1295	Atch., Top. & S. Fé R. R. [17]	17,651,752	30.24	69.76	63.53	3,396	3,042	8,954	2,258
1333	Chic., Burl. & Quin. R. R. [18]	22,090,671	35.99	64.01	65.73	4,721	3,758	11,428	2,182
1344	Chic., Rock I. & Pac. Ry. [19]	15,212,070	37.10	62.90	70.59	3,267	2,158	7,680	2,105
1348	Chic., St. P., Minneap. & Om. Ry. [20]	6,328,756	35.63	64.37	68.86	1,877	954	2,906	590
1378	Gt. Nn. Ry. [21]	7,835,417	35.50	64.50	54.09	2,098	1,066	3,348	821
1438	Nn. Pac. R. R. [22]	14,621,466	30.72	69.28	60.58	3,711	2,342	6,773	1,795
1529	Un. Pac. Ry. [23]	11,317,785	32.35	67.65	57.32	1,871	2,411	5,575	1,459
1295	Atch., Top. & S. Fé R. R.: [24]								
1544	Atl. & Pac. R. R. [25]	3,154,238	31.15	68.85	88.50	673	543	1,702	234
1604	Mo., Kans. & Tex. Ry. [26]	7,624,029	24.38	75.62	73.38	1,992	889	3,567	1,173
1731	Sn. Pac. Co. [27]	30,138,189	[28]40.72	[28]59.28	63.59	7,368	4,436	15,226	3,106

[1] Lies in Group I, and outside the United States: see page 380, No. 43.
[2] Lies in Groups II, III, and IV; see pages 382, 385, and 388, No. 176.
[3] Lies in Groups II and III; see pages 383 and 386, No. 428.
[4] Lies in Groups III and VI; see pages 385 and 392, No. 758.
[5] Lies in Groups III and VI; see pages 385 and 392, No. 767.
[6] Lies in Groups III and VI; see pages 386 and 393, No. 800.
[7] Lies in Groups III and IV; see pages 386 and 388, No. 806.
[8] Lies in Groups III and IV; see pages 386 and 388, No. 868.
[9] Lies in Groups III and VI; see pages 386 and 394, No. 870.
[10] Lies in Groups III and VI; see pages 387 and 394, No. 919.
[11] Lies in Groups III and VI; see pages 387 and 394, No. 929.
[12] Lies in Groups III and VI; see pages 387 and 394, No. 930.
[13] Lies in Groups IV and V; see pages 388 and 390, No. 984.
[14] Lies in Groups V and VI; see pages 390 and 393, No. 1173
[15] Lies in Groups V and VI; see pages 391 and 393, No. 1197.
[16] Lies in Groups V and VI; see pages 391 and 394, No. 1228.
[17] Lies in Groups VI and VIII; see pages 392 and 396, No. 1295.
[18] Lies in Groups VI and VII; see pages 392 and 395, No. 1333.
[19] Lies in Groups VI and VIII; see pages 392 and 396, No. 1344.
[20] Lies in Groups VI and VII; see pages 392 and 395, No. 1348.
[21] Lies in Groups VI and VII; see pages 393 and 395, No. 1378.
[22] Lies in Groups VI, VII, and X; see pages 394, 395, and 399, No. 1438.
[23] Lies in Groups VII and VIII; see pages 395 and 397, No. 1529.
[24] Inserted to show relation of road following.
[25] Lies in Groups VIII and X; see pages 396 and 399, No. 1544.
[26] Lies in Groups VIII and IX; see pages 396 and 398, No. 1604.
[27] Lies in Groups IX and X; see pages 398 and 399, No. 1731.
[28] Apportioned by this Office on basis of mileage of trains earning revenue.

TABLE IV.

GENERAL EXPENDITURES

FOR

THE YEAR ENDING JUNE 30, 1893.

B.—FIXED CHARGES.
C.—SUMMARY OF OPERATING EXPENSES AND FIXED CHARGES.

EXPLANATORY NOTE.

statistics contained in this table have been compiled on the
of the territorial grouping adopted in 1890. The assignment of
d Charges" to groups has been made, as a rule, on the basis of
rcentage proportion of "Income from Operation" for each road
different groups; "Interest," column 12, and "Interest on Inter-
aring Current Liabilities," included in column 15, are assigned
ups on the same basis as railway capital in Table II. "Rents,"
n 13, are assigned to the proper group, so far as possible, as
ined from a study of the existing conditions in each case. There
exception to the above, however, in the case of No. 1312, Groups
d VIII, data for which were all assigned on the basis of "Line
1." Totalized figures for certain roads lying in more than one
are given in the "Supplement," pages 470 to 473, inclusive.

"Explanatory Note" preceding Table IV–A, page 379, refers
certain facts presented in this table. It will be noted that the
for certain roads in this table appear in bold-faced type, and it
l be stated in explanation of the same that they represent the
d Charges" of subsidiary roads paid from "Income from lease of
received from an operating road. These items are separately
ed to avoid duplication, and should not be taken into account as
ng a part of the total "Fixed Charges" of the railways of the
l States considered as a system. Page 60 contains an "Analysis
ted Charges, by Groups," and a similar "Analysis of Fixed
es Assigned to 'Miscellaneous,' by Groups," appears on page 61.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges.*

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
	Total—Railways in the United States.	*Dollars.* 431,422,156	*Dollars.* 250,176,897	*Dollars.* 107,232,921	*Dollars.* 36,514,689	[1] *Dollars.* 37,507,649
	Charges against income from operation.	358,572,992	188,325,917	105,049,235	35,070,952	[1] 30,126,888
	Charges against income from lease of road.	72,849,164	61,850,970	2,178,686	1,443,737	[1] 7,380,771
	Group I .... Total	19,984,465	8,001,716	7,356,324	3,651,450	[1] 974,975
	Group I .... Charges against income from operation.	17,310,414	5,554,075	7,316,695	3,631,126	[1] 808,518
	Group I .... Charges against income from lease of road.	2,674,051	2,447,641	39,629	20,324	[1] 166,457
	Group II ... Total	114,355,777	57,949,362	40,112,619	8,176,864	[1] 9,016,932
	Group II ... Charges against income from operation.	90,801,181	36,362,761	40,031,450	7,469,618	[1] 6,937,352
	Group II ... Charges against income from lease of road.	23,554,596	20,686,601	81,169	707,246	[1] 2,079,580
	Group III .. Total	54,328,304	30,030,059	15,618,415	5,126,092	[1] 3,553,738
	Group III .. Charges against income from operation.	46,885,827	24,650,004	14,877,091	4,973,685	[1] 2,385,047
	Group III .. Charges against income from lease of road.	7,442,477	5,380,055	741,324	152,407	[1] 1,168,691
	Group IV .. Total	17,766,691	11,518,435	3,280,851	1,159,988	[1] 1,807,417
	Group IV .. Charges against income from operation.	14,794,620	9,182,126	3,129,729	1,005,406	[1] 1,477,359
	Group IV .. Charges against income from lease of road.	2,972,071	2,336,309	151,122	154,582	[1] 330,058
	Group V ... Total	31,178,350	21,002,677	5,838,902	2,418,835	[1] 1,917,936
	Group V ... Charges against income from operation.	26,234,384	16,449,169	5,838,902	2,219,976	[1] 1,726,337
	Group V ... Charges against income from lease of road.	4,943,966	4,553,508	.....	198,859	[1] 191,599
	Group VI .. Total	74,535,564	49,871,967	11,547,721	8,213,716	[1] 4,902,160
	Group VI .. Charges against income from operation.	64,557,105	41,890,016	10,704,379	8,151,584	[1] 3,811,126
	Group VI .. Charges against income from lease of road.	9,978,459	7,981,951	843,342	62,132	[1] 1,091,034

[1] See page 61, for analysis of this amount.

E YEAR ENDING JUNE 30, 1898—Continued.

C.—*Summary of Operating Expenses and Fixed Charges.*

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
1,250,343,455								
1,186,494,291	69.78	30.22	1.955	.82948	.579	1.06760	.97272	
72,849,164								
89,795,843								
78,111,792	77.84	22.16	1.435	.87651	.971	1.17441	1.01319	
2,874,051								
320,493,172								
294,958,576	69.42	30.58	1.764	.80170	.476	1.18383	.99692	
23,554,596								
188,935,617								
181,493,140	74.17	25.83	1.923	.76681	.476	1.05493	.94198	
7,442,477								
49,192,483								
45,220,412	67.28	32.72	2.314	.71081	.520	.93988	.84981	
2,972,071								
89,499,802								
84,555,636	68.97	31.03	2.581	.80066	.629	1.03269	.94016	
4,943,966								
233,642,071								
223,663,612	71.14	28.86	2.003	.82468	.604	.96713	.91632	
9,978,459								

TABLE IV.—GENERAL EXPENDITURE

B.—*Fixed Charges*—Continued.

No.	10 Abbreviated name of road.		11 EXPENDITURE ASSIGNABLE TO FIXED CHARGES. Amount. Cols. 12+13+14+15	12 Designation. Interest.	13 Rents.	14 Taxes.	Mis
			Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Do*
	Group VII..	Total	21,745,358	14,084,801	1,758,889	1,144,467	[1] 4,7
		Charges against income from operation.	19,850,442	12,192,932	1,758,889	1,143,987	[1] 4,7
		Charges against income from lease of road.	1,894,916	1,891,869	.....	480	[1]
	Group VIII.	Total	36,069,636	27,902,351	2,133,541	3,642,644	[1] 2,8
		Charges against income from operation.	33,110,778	24,727,044	1,816,441	3,639,491	[1] 2,8
		Charges against income from lease of road.	2,558,858	3,175,307	317,100	2,153	[1] (
	Group IX...	Total	16,915,417	11,389,970	2,555,805	1,009,678	[1] 9
		Charges against income from operation.	14,095,792	8,875,400	3,555,805	683,411	[1] 7
		Charges against income from lease of road.	2,819,625	2,514,570	.....	126,267	[1] 17
	Group X ...	Total	43,942,594	19,325,549	16,019,854	1,970,955	[1] 6,6
		Charges against income from operation.	30,932,449	8,442,390	16,019,854	1,952,668	[1] 4,5
		Charges against income from lease of road.	13,010,145	10,883,159	.....	18,287	[1] 2,16
		GROUP I.					
		Total—Group I	19,984,465	8,001,716	7,356,321	3,651,450	[1] 97
		Charges against income from operation.	17,310,414	5,554,075	7,316,695	3,631,126	[1] 80
		Charges against income from lease of road.	2,674,051	2,447,641	39,629	20,324	[1] 16
1	Bang. & Aroostook R. R		52,887	.....	52,513	374	.....
2	Bang. & Piscataq. R. R		42,413	42,313	.....	.....	
7	Benningt. & Rutl. Ry		40,418	33,250	.....	7,168	.....
8	Boston & Alb. R. R		1,010,886	312,900	78,000	619,986	.....
9	N. Brookf. R. R		246	.....	.....	242	
10	Pittsf. & N. Adams R. R		.....	.....	.....	.....	
11	Prov., Web. & Springf. R. R		5,439	.....	.....	493	[4] 4,
12	Ware Riv. R. R		.....	.....	.....	.....	
13	Boston & Me. R. R. [5]		3,995,200	961,109	2,167,414	726,136	140
14	Boston & Lowell R. R		418,678	358,520	.....	.....	[6] 60,
15	Cent. Mass. R. R		101,500	100,000	.....	.....	[2] 1,
16	Conn. & Pass. Rivs. R. R		108,464	105,000	.....	.....	[2] 3,
17	Nash. & Lowell R. R		20,205	17,000	.....	.....	[2] 3,

[1] See page 61, for analysis of this amount.
[2] "Salaries and maintenance of organisation."
[3] "Other deductions."
[4] Includes $50, "salaries and maintenance of organization."
[5] Figures cover whole line, 1,293.39 miles; 36.75 miles not in United States.
[6] Includes $7,000, "salaries and maintenance of organization."

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
52,354,415								
50,459,499	60.66	39.34	2.609	.90984	.728	1.11512	1.01561	
1,894,916								
110,064,760								
106,505,902	68.91	31.09	2.499	.85629	.721	1.03589	.97343	
3,558,858								
48,701,943								
45,882,318	69.28	30.72	2.463	.84210	.848	1.18035	1.06261	
2,819,625								
86,673,549								
73,663,404	58.01	41.99	2.155	1.16966	894	1.26217	1.22102	
13,010,145								
80,785,843								
78,111,792	77.84	22.16	1.435	.87651	.971	1.17441	1.01319	
2,674,051								
170,370	68.96	31.04	2.999	.68561	1.797	.70622	.69290	1
42,413								2
251,159	83.91	16.09	3.033	.61465	.636	.61458	.61462	7
8,140,989	87.59	12.41	1.360	.92272	.827	1.12933	1.02867	8
246								9
								10
5,439								11
								12
15,703,563	74.56	25.44	1.272	.86204	1.105	1.24563	1.01530	13
418,678								14
101,500								15
108,464								16
20,205								17

GROUP I. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Boston & Me. R. R.—Continued.					
	Boston & Lowell R. R.—Contd.					
	Nash. & Lowell R. R.—Contd.					
18	Peterborough R. R	177				[1] 177
22	Stony Brk. R. R	280				[1] 280
23	Wilton R. R					
24	Conn. Riv. R. R.[2]	87,982			65,525	22,457
	Conn. Riv. R. R.[3]	26,300	25,800			[1] 500
25	Vt. Vy. R. R. of 1871	49,244	40,000		5,107	4,137
26	Sullivan Co. R. R	27,431			10,690	16,741
27	Danvers R. R					
28	En. R. R. in N. H.:[4]					
29	Ports. & Dover R. R					
30	Kennebunk & Kport. R. R					
31	Lowell & And. R. R	14,491	14,299		10	[1] 182
33	Manch & Law. R. R	8,956				[5] 8,956
34	Newburyport R. R					
35	Portl., Saco & Ports. R. R					
36	W. Amesb. Brh. R. R	4,515	3,990		469	[1] 56
37	Worc., Nash. & Roch. R. R	94,367	48,244			[6] 46,123
38	St. J. & L. Cham. R. R	46,522	38,050		8,472	
39	York Harb. & B. R. R	485			485	
40	Boston, Rev. B. & Lynn R. R	53,758	35,450		16,487	1,821
41	Bridgton & Saco Riv. R. R	6,835	6,390		117	[1] 328
43	Canadian Pac. Ry.[7]	61,270	60,440		830	
	[Line in Maine.]					
48	Southeastern Ry.[8]	164,032	18,000	41,360	4,777	[9] 99,895
49	Newpt. & Richf. R. R	18,000	175,500			[1] 500
50	Cent. Vt. R. R	1,403,711		1,187,888	126,738	89,085
52	Consol. R. R. of Vt	350,000	350,000			
54	Montp. & White Riv. R. R.					
55	New London Nn. R. R.	73,458	68,120			[10] 5,338
59	Clarendon & Pittsf. R. R	13,526			1,166	12,360
60	Pittsf. & Rutl. R. R					
61	Conc. & Montreal R. R	442,503	235,125	74,260	103,791	29,327
62	Conc. & Ports. R. R.	354				[11] 354
69	Pemigewasset Vy. R. R	258				[1] 258
70	Suncook Vy. R. R.	265				[1] 265
78	Fitchburg R. R	1,464,822	953,254	264,146	225,783	21,639
81	Troy & Benningt. R. R.	2,659	2,400			[1] 259
82	Vt. & Mass. R. R.	53,000	50,000			[1] 3,000
85	Gr. Trunk Ry.:[12]					
86	Atl. & St. Law. R. R	227,216	206,280		20,936	
87	Norway Brh. R. R					
88	Lewiston & Aub. Ry	1,574			1,574	
90	Hoosac Tun. & Wilm. R. R	11,774			479	11,295
91	Kennebec Cent. R. R	2,118	800		185	1,133
92	Lime Rock R. R	21,895	17,634		1,173	[13] 3,088
93	Me. Cent. R. R.[14]	1,401,398	702,258	596,505	86,760	15,875
95	Belfast & Mooseh. L. R. R	9,130	6,000			[15] 3,130
96	Dexter & Newpt. R. R	10,776	10,500		10	[16] 266
97	Dexter & Piscataq. R. R	7,237	7,000			[1] 237
98	En. Me. Ry	500				[1] 500

[1] "Salaries and maintenance of organization."
[2] Report for six months ending December 31, 1892.
[3] Report for six months ending June 30, 1893.
[4] Report not filed; inserted to show relation of road following.
[5] Includes $7,186, "other deductions."
[6] Includes $1,698, "salaries and maintenance of organization," and $16,753, "other deductions."
[7] See page 470, No. 43, for totals covering entire road.
[8] Figures cover whole line, 222.50 miles; 201.50 miles not in United States.
[9] "Permanent improvements."
[10] Includes $3,565, "salaries and maintenance of organization," and $1,768, "permanent improvements."
[11] Includes $350, "salaries and maintenance of organization," and $4, "other deductions."
[12] Report not filed; inserted to show relation of three roads following.
[13] Includes $347, "other deductions."
[14] Figures cover whole line, 813.76 miles; 53 miles not in United States.
[15] Includes $130 "salaries and maintenance of organization," and $3,000, "other deductions."
[16] Includes $202 "salaries and maintenance of organization," and $64, "other deductions."

t ENDING JUNE 30, 1893—Continued.

.—*Summary of Operating Expenses and Fixed Charges*—Continued.

	17	18	19	20	21	22	23	
	SUMMARY AND DEDUCTIONS.							
ex- id ses.	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
	Per cent.	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
77								18
80								22
								23
294	82.59	17.41	2.106	1.11762	.962	1.51192	1.21811	24
00								
167	73.55	26.45	2.327	.93951	.699	1.19546	1.06090	25
172	85.44	14.56	1.632	.78330	.636	.91077	.84160	26
								27
								28
								29
								30
91								31
56								33
								34
								35
15								36
67								37
996	89.74	10.26	3.632	.65809	1.004	.66248	.66125	38
141	98.14	1.86	2.264	.72650	8.764	.77072	.73756	39
971	80.45	19.55	1.420	.80955			.80955	40
100	72.98	27.02	3.538	1.24416	4.720	.49577	.68288	41
181	77.69	22.31	2.350	.64774	.675	.64645	.64698	43
148	76.52	23.48	3.042	.86109	1.126	1.05647	.97087	48
00								49
127	69.93	30.07	2.018	.71424	.549	.76928	.74782	50
00								52
								54
53								55
757	67.61	32.39			6.412			59
								60
116	80.11	19.89	1.888	.87950	.869	.95438	.91382	61
54								62
58								69
65								70
511	79.10	20.90	1.550	.75167	.707	1.03558	.92086	78
59								81
00								82
								85
129	79.96	20.04	2.628	.80475	.548	.80789	.80682	86
								87
659	94.68	5.32	3.216	.93727	1.947	.93450	.93663	88
172	69.40	30.60	2.362	.60610	5.749	.57558	.58321	90
123	80.61	19.39	2.571	.39219	14.158	1.77902	.62471	91
69	59.88	40.12						92
127	69.70	30.30	1.715	.86752	.961	1.07882	.97784	93
20								95
76								96
87								97
00								98

GROUP I. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount. Cols. 12+13+14+15	Designation.			
			Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Me. Cent. R. R.—Continued.					
99	European & N. Amer. Ry	769				[1] 769
100	Knox & Linc. Ry	56,667	56,467			[1] 200
101	Portl. & Ogdensb. Ry	114,450	113,950			[1] 500
102	Upper Coos R. R	45,685	45,185			[1] 500
103	Martha's Vin. R. R. [2]	2,000	2,000			
104	Monson R. R	4,885	4,200		71	614
105	Montp. & Wells Riv. R. R. [3]	18,619		4,000	3,283	[4] 11,336
107	Moshassuck Vy. R. R	386			386	
110	Narragansett Pier R. R	7,602	6,678		924	
112	N. Y. & New Eng. R. R.	1,859,010	1,097,090	485,252	249,003	27,665
113	{Mer., Waterb. & Conn. Riv. R. R. [5] {Mer., Waterb. & Conn. Riv. R. R. [6]	3,333 19,167	3,333 19,167			
114	Milf. & Woonsocket R. R	8,236	8,000			[7] 236
115	Milf., Frank. & Prov. R. R	640	600			40
116	Norwich & Worc. R. R	24,280	24,000			[1] 280
117	Prov. & Springf. R. R	25,000	25,000			
118	R. I. & Mass. R. R. in Mass					
120	Rockville R. R. [8]	1,434				[9] 1,434
121	Woonsocket & Pascoag R. R	5,000	5,000			
122	N. Y., New Hav. & Hartf. R. R	2,919,555	116,333	1,757,531	845,858	[10] 199,833
123	Boston & N. Y. Air Line R. R	29,540	25,000	1,750		[11] 2,790
125	Harlem Riv. & Port Chester R. R.	170,000	170,000			
126	Housatonic R. R	149,000	149,000			
127	Berkshire R. R	1,419				[1] 1,419
128	Danb. & Norwalk R. R	33,500	33,500			
129	New Hav. & Derby R. R	88,114	88,114			
130	Stockbridge & Pittsf. R. R	1,161				[1] 1,161
131	Naugatuck R. R	6,000	6,000			
132	New Hav. & Northamp. Co	271,599	233,000	37,879		[1] 720
133	Holyoke & Westf. R. R	13,311	11,600		1,280	[1] 431
135	Prov. & Worc. R. R	97,528	90,000			[1] 7,528
136	Shore Line Ry	26,990	9,000		17,000	[12] 990
137	W. Stockbridge R. R	323			295	[1] 28
138	Old Colony R. R.	1,821,454	651,921	606,745	485,664	77,124
139	Boston & Prov. R. R	103,155	101,600			[1] 1,555
140	Attleb. Brh. R. R					
141	Chatham R. R.	2,060	1,762		153	[1] 145
142	Fall Riv. R. R.	10,382	10,000		382	
145	Prov., War. & Bristol R. R	1,858				[13] 1,858
146	Phillips & Rangeley R. R	9,701	8,570		39	1,092
147	Portl. & Roch. R. R.	6,440	350		5,458	632
148	Portl. & Rumf. Falls Ry	24,887	15,588	1,081	89	8,129
150	Rockport R. R.	98			98	
151	St. Croix & Penobscot R. R. [14]	8,305	7,932		373	
152	Sandy Riv. R. R.	5,096	4,500		439	157
155	Shepaug, Litchf. & Nn. R. R.	605			605	
156	Somerset Ry	19,632	11,250		414	[15] 7,967
157	S. Manch. R. R	314			314	
158	Un. Freight R. R.	6,321			2,280	4,041
159	Wood River Brh. R. R.	3,909	3,390		314	205
160	Woodstock Ry	775			775	

[1] "Salaries and maintenance of organization."
[2] "Operated only from about the middle of June to the 1st of October of each year."
[3] Operating report for year ending March 31, 1893.
[4] "Other deductions."
[5] Report for two months ending August 31, 1892.
[6] Report for ten months ending June 30, 1893.
[7] Includes $128, "salaries and maintenance of organization."
[8] Report for year ending September 30, 1893.
[9] Includes $400, "salaries and maintenance of organization."
[10] Includes $53,281, "other deductions."
[11] Includes $634, "salaries and maintenance of organization," and $2,156, "other deductions."
[12] Includes $916, "salaries and maintenence of organization."
[13] Includes $250, "salaries and maintenance of organization."
[14] Figures cover whole line, 21 miles; 4.75 miles not in United States.
[15] Includes $3,500, "permanent improvements," and $417, "other deductions."

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 9+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
769								99
56,667								100
114,450								101
45,685								102
4,853	58.79	41.21	2.097	.59816			.59816	103
13,599	64.08	35.92	7.014	.65615	14.724	.65629	.65625	104
125,624	85.18	14.82	1.937	.46880	1.790	1.77684	.81420	105
27,623	98.60	1.40	13.054	.42299	16.221	6.54655	2.71932	107
38,508	80.26	19.74	4.388	.72410	7.743	1.77803	.86450	110
6,371,299	70.82	29.18	1.376	.67099	.901	1.15870	.93920	112
21,263	84.33	15.67						113
19,167								
3,236								114
640								115
24,880								116
25,000								117
								118
1,424								120
5,000								121
15,325,489	80.95	19.05	1.305	.97843	1.477	1.62201	1.21989	122
29,540								123
170,000								125
149,000								126
1,419								127
23,500								128
88,114								129
1,161								130
6,000								131
271,599								132
12,211								133
97,538								135
26,990								136
333								137
8,748,808	79.18	20.82	1.380	1.00085	2.139	1.71207	1.19730	138
108,155								139
								140
2,060								141
10,382								142
1,858								145
46,550	79.16	20.84	6.275	.84167	6.062	.79762	.81305	146
212,992	96.98	3.03	3.821	.79102	1.012	.89477	.82849	147
90,711	72.56	27.44	2.914	.81224	1.101	.84240	.82279	148
6,041	98.38	1.62			16.509	1.65088	1.65088	150
27,800	70.13	29.87	1.199	.60063		1.06678	.97572	151
42,326	87.96	12.04	3.654	.86564	3.658	1.01187	.94464	152
66,740	99.09	.91	5.876	.95587	3.297	1.08260	1.00200	155
75,824	74.11	25.89	4.144	.76917	1.509	.80219	.78218	156
18,206	98.28	1.72	3.129	.68396	9.196	2.89519	.91755	157
77,127	91.81	8.19			15.145	2.64884	2.64884	158
14,597	73.22	26.78	4.468	.39705	7.396	.95989	.55592	159
23,161	96.64	3.36	2.596	1.51931	7.955	.79130	.97331	160

GROUP II. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
	Total.—Group II.	*Dollars.* 114,355,777	*Dollars.* 57,049,362	*Dollars.* 40,112,619	*Dollars.* 8,176,864	*Dollars.* [1] 9,016,932
	Charges against income from operation.	90,801,181	36,362,761	40,031,450	7,469,618	[1] 6,937,352
	Charges against income from lease of road.	23,554,596	20,686,601	81,169	707,246	[1] 2,079,580
163	Addison & Pa. Ry. [2]	12,054	8,271		342	3,441
	Addison & Pa. Ry. [3]	12,624	8,015		511	4,098
165	Allegh. & Kinzua R. R	4,258	3,563		695	
168	Annap., Wash. & Balt. R. R	1,947			1,947	
170	Bachman Vy. R. R	112			112	
171	Balt. & Del. Bay R. R	19,187	18,750		437	
173	Balt. & En. Shore R. R	75,912	73,450			2,462
174	Bay Ridge & Annap. R. R	3,268	3,000		268	
176	Balt. & Ohio R. R. [4]	4,200,849	2,790,067	44,833	356,568	[5] 1,009,381
	[Line east of Ohio Riv.]					
178	Balt. & Phila. R. R	247,280	217,800		29,480	
179	Confluence & Oakl. R. R	11,428	10,000		1,428	
181	Lanc., Cecil & Sn. R. R					
183	Ohio & Balt. S. Line Ry. (En. Div.)	25,179	25,000		179	
184	Parkersburg Brh. R. R	274,808	180,000		24,069	70,739
185	Pittsb. & Connellsv. R. R	1,537,730	1,182,498	11,289	31,778	[6] 312,170
186	Berlin R. R	75			75	
188	Mt. Pleas. & Broad F. R. R	108			108	
189	Somerset & Cambria R. R	34,170	32,550		1,620	
190	Schuyl. Riv. E. Side R. R	242,039	225,000		16,039	[7] 1,000
192	State Line R. R. (of Pa.)	145			145	
194	Wash. Co. R. R	1,224			1,224	
195	Wheel., Pittsb. & Balt. R. R	280,104	275,000		5,104	
197	Berkeley Spgs. & Pot. R. R	625			625	
198	Salisbury R. R	11,049	10,500		549	
199	Bang. & Portl. Ry	21,169	19,200		1,969	
201	Barclay R. R	5,144	3,800		1,344	
203	Bath & Hammondspt. R. R	13,321	12,000		1,266	[8] 55
211	Brownstone & Middlet. R. R	235			235	
212	Buff. Ck. Tr. R. R	2,235			435	1,800
213	Buff., Roch. & Pittsb. Ry	672,370	554,246		64,655	[9] 53,469
218	Carth. & Adirondack Ry. [10]	4,500			4,500	
	Carth. & Adirondack Ry. [11]	7,958	7,333		625	
219	Catasauqua & Fogelsv. R. R	9,567	6,750		2,817	
220	Cats. Mtn. Ry	9,223	5,223	2,700	1,300	
221	Cairo R. R	1,543	1,500		30	[8] 13
222	Cent. N. Y. & Wn. R. R. [3]	8,932	8,750		182	
224	Cent. R. R. of N. J	5,180,044	2,413,486	2,095,411	310,968	[12] 360,179
236	Lehigh & Lack. R. R	42,186	42,000		186	
237	Wind Gap & Del. R. R					
238	Lehigh & Susq. R. R					
239	Treskow R. R					

[1] See page 61, for analysis of this amount.
[2] Report for five months ending November 30, 1892.
[3] Report for seven months ending June 30, 1893.
[4] Group figures assigned by this Office. See page 470, No. 176, for totals covering entire road.
[5] Includes $906,021, "other deductions."
[6] Includes $5,113, "other deductions."
[7] "Salaries and maintenance of organization."
[8] "Other deductions."
[9] Includes $29,440 "other deductions."
[10] Report for ten months ending April 30, 1893.
[11] Report for two months ending June 30, 1893.
[12] Includes $72,141, "permanent improvements," and $249,350, "other deductions."

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100 × Col. 2 / Col. 16	Proportion assignable to fixed charges. 100 × Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
320,493,172								
296,938,576	60.42	30.58	1.764	.80170	.476	1.13383	.99892	
23,554,596								
39,187	69.24	30.76	1.413	.31411	1.941	.49882	.43392	163
47,279	73.30	26.70	1.531	.29464	1.917	.57868	.46217	163
45,399	90.62	9.38			3.101			165
41,925	95.36	4.64		.59207		.88838	.61250	168
1,452	92.29	7.71						170
49,451	61.20	38.80	2.642	1.31450	3.815	1.28924	1.29556	171
218,006	65.18	34.82						173
8,303	60.64	39.36						174
17,625,417	76.17	23.83	1.865	8.6975	419	8.7120	.87069	176
247,230								178
11,423								179
								181
25,179								183
274,808								184
1,537,730								185
75								186
108								188
34,170								189
242,039								190
145								192
1,224								194
280,104								195
13,138	95.24	4.76	3.003	.77152	10.449	.76738	.76842	197
40,916	73.00	27.00	.410	3.58111	1.013	3.58122	3.58122	198
125,005	83.07	16.93	5.998	.92874	1.352	.92195	.92648	199
29,808	82.74	17.26						201
30,220	55.92	44.08						203
18,945	98.76	1.24	9.015		7.677			211
2,235		100.00						212
2,963,590	77.32	22.68	2.034	.62295	.399	.99955	.91983	213
79,895	94.37	5.63	4.785	1.23097	.981	1.42104	1.33400	218
16,868	52.82	47.18	4.286	.72192	.396	1.23877	.88608	218
49,852	80.81	19.19	5.792	.71435	.962	.71440	.71439	219
38,243	75.89	24.11	3.462	.91107	5.182	.91107	.91107	220
1,543								221
36,240	75.35	24.65	4.408	.47423	1.602	.49134	.48109	222
14,024,467	63.07	36.93	1.622	.87252	.506	1.06172	.99332	224
42,186								236
								237
								238
								239

GROUP II. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+12+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Cent. R. R. of N. J.—Continued.					
241	Longwood Vy. R. R.: [1]					
242	Dover & Rkaway. R. R.	2,100	2,100			
246	Nesquehoning Vy. R. R.	8,519			7,519	[2] 1,000
248	N. Y. & Long Brh. R. R.	80,917	80,917			
256	Wilkesb. & Scran. Ry.	25,878	22,500		3,378	
50	Cent. Vt. R. R.: [3]					
257	Malone & St. Law. Ry.	12,000	12,000			
258	Ogdensb. & L. Cham. R. R.	223,800	223,800			
259	Sar. & St. Law. R. R.	5,000	5,000			
260	Chambersb. & Gettysb. R. R.	24			24	
261	Chateaugay R. R.	15,261		12,001	3,260	
262	Chateaugay Ry.	12,000	12,000			
264	Clarion Riv. Ry.	1,348			734	614
265	Clove Brh. R. R.	374			374	
266	Con. Term. R. R.	34,040	25,000		9,040	
269	Cornwall R. R.	5,497			2,834	2,663
270	Cornwall & Leb. R. R.	52,780	40,000		9,002	[4] 3,778
272	Coudersp't. & Port Alleg. R. R.	10,500	4,500	6,000		
273	Coudersp't. & Pine Ck. R. R.					
278	Del. & Hud. Canal Co.	3,356,108	688,030	2,399,794	268,284	
279	Alb. & Susq. R. R.	691,172	690,000			[2] 1,172
283	Nn. Coal & Iron Co.	126,209	[5]			126,209
284	Rens. & Sar. R. R.	143,543	140,000			[2] 3,543
285	Alb. & Vt. R. R.	1,255				[6] 1,255
286	Glens Falls R. R.	700	700			
287	Sar. & Schen. R. R.	440				[2] 440
288	Ticonderoga R. R.	2,800	1,800			[7] 1,000
289	Adirondack Ry.	48,509	42,556		5,953	
290	Del., Lack. & Wn. R. R.	7,716,192	214,690	5,147,299	814,950	[8] 1,539,253
291	Cayuga & Susq. R. R.	416				[2] 416
292	Greene R. R.	14,000	14,000			
293	Hopatcong R. R.					
294	Mor. & Essex R. R.	1,640,430	1,640,430			
295	Chester R. R.	6,750	6,750			
296	Mor. & Essex Ex. R. R.					
297	Newk. & Bloomf. R. R.					
298	N. Y., Lack. & Wn. Ry.	1,144,000	1,444,000			
299	Oswego & Syr. R. R.	64,060	64,060			
300	Passaic & Del. R. R.					
301	Passaic & Del. Ex. R. R.					
302	Utica, Chen. & Susq. Vy. Ry.					
303	Valley R. R. (of N. Y.)	20,000	20,000			
304	Warren R. R.	94,500	94,500			
305	Sussex R. R.	21,102	16,555		4,547	
306	Syr. & Baldwinsv. Ry. [9]	1,392	1,392			
307	Syr., Bing. & N. Y. R. R.	178,875	137,620		41,255	
308	Del. Riv. R. R.	27,639	3,900		835	[10] 22,904
310	Del., Susq. & Schuyl. R. R.	27,849			11,502	16,377
318	Elm., Cort. & Nn. R. R.	87,580	46,400	18,000	20,685	2,495
319	Canastota Nn. R. R.	18,000	18,000			
321	Emp. & Rich. Vy. R. R.					
322	Erie and Wyo. Vy. R. R.	210,979	180,000	1,200	3,313	26,466
323	Jones L. R. R.					

[1] Report not filed; inserted to show relation of road following.
[2] "Salaries and maintenance of organization."
[3] Inserted to show relation of three roads following.
[4] "Permanent improvements."
[5] "Interest," $70,000, charged against income other than that derived from "lease of road."
[6] Includes $455, "Salaries and maintenance of organization," and $800, "other deductions."
[7] "Other deductions."
[8] Includes $1,344,683, "other deductions."
[9] Road not in operation.
[10] Includes $12,502, "other deductions."

YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	No.
SUMMARY AND DEDUCTIONS.								
Total of rating expenses and ed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
								241
2,100								242
8,519								246
80,917								248
25,878								256
								50
12,000								257
223,800								258
5,000								259
6,638	99.64	36		3.47938		3.47915	3.47932	260
131,495	88.39	11.61	2.209	.36665	1.644	.66591	.54766	261
12,000								262
14,939	90.98	9.02						264
10,112	96.30	3.70	12.445	.37038	7.518	2.37150	1.87122	265
105,688	67.79	32.21			12.381	5.11770	5.11770	266
72,921	92.46	7.54	2.881	.48352	.959	2.36116	1.11974	269
174,781	69.80	30.20	1.810	.37190	.616	1.25675	.73310	270
44,836	76.58	23.42	2.484	.93699	7.568	.62581	.70360	272
								273
9,809,975	65.79	34.21	1.731	.70229	.486	1.12419	.97765	278
691,172								279
126,209								283
142,543								284
1,255								285
700								286
440								287
2,800								288
172,066	71.82	28.18	3.800	.80594	1.667	1.08825	.91624	289
21,414,867	63.97	36.03	1.533	.84086	.512	.90363	.88626	290
416								291
14,000								292
								293
1,640,430								294
6,750								295
								296
								297
1,144,000								298
64,060								299
								300
								301
								302
20,000								303
94,500								304
109,228	80.68	19.32	4.231	.62500	2.445	.67492	.64866	305
1,392		100.00						306
682,606	73.80	26.20	1.421	.53773	1.724	1.69176	1.06905	307
83,901	67.06	32.94	2.640	.62187	1.552	1.02614	.67642	308
323,008	91.37	8.63	6.103	1.69857	1.241	1.96487	1.95774	310
361,920	75.80	24.20	1.973	.51709	.551	.70631	.60743	318
18,000								319
8,286	100.00							321
696,659	69.72	30.28	1.041	.23460	.484	2.13102	1.44603	322
								323

GROUP II. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
		EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
	Abbreviated name of road.	Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
324	Fall Brk. Ry	628,978	51,600	559,180	18,198	
325	Pine Ck. Ry	226,523	214,250		500	[1] 11,773
326	Syr., Geneva & Corng. Ry	90,180	83,058		4,969	[2] 2,153
327	Falls Ck. R. R.					
330	Fonda, Johnst. & Glov. R. R	47,369	33,000		11,844	2,525
332	Genesee and Wyo. Vy. Ry	7,789	7,500		289	
85	Gr. Trunk Ry. [3]					
335	U. S. & Can. R. R	14,166	11,250		2,744	172
338	Green Ridge R. R. of Md. [4]					
339	Greenlick Ry	48			48	
340	Greenwich & Johnsonv. Ry	1,331			1,331	
344	Hunters Run & Slate Belt R. R.					
346	Ironton R. R	1,035			1,035	
347	Island R. R	23,031	13,125		9,906	
351	Kanona & Prattsb. R. R	11,579			704	[5] 10,875
357	Kinzua Vy. R. R	27			27	
359	Lack. & Montrose R. R	723			723	
360	L. Cham. & Moriah R. R.	4,653			4,653	
362	Lebanon Spgs. R. R	259			29	[6] 230
363	Lehigh & Hud. Riv. Ry	133,444	110,287		8,198	14,959
364	S. Easton & Phillipsb. R. R.					
365	Orange Co. R. R	959			959	
367	Ligonier Vy. R. R	5,720	3,750		1,970	
370	Little Saw Mill Run R. R	13,057	10,492		2,565	
371	Long I. R. R	973,895	576,860	211,633	155,563	29,839
375	N. Y. & Rkaway. R. R.	17,500	17,500			
376	N. Y., Bklyn. & Manh. B. Ry	80,201	79,150		731	[7] 320
378	Marine Ry	52			52	
379	N. Y. & Rkaway. B. Ry	43,548	39,057		4,491	
380	Mahoning Vy. R. R	13,055	3,600			9,455
381	McKeespt. Con. R. R					
384	Middlesex Vy. R. R. [8]	158			158	
386	Monongahela Con. R. R	17,274	12,000		4,365	909
387	Monongahela Riv. & Street's Run R. R.	100			39	[9] 61
389	Mont Alto R. R	8,023	7,500		523	
391	Montrose Ry	484			484	
394	Mt. Hope Mnl. R. R.	993			993	
395	Mt. Jew & Smethpt. R. R					
396	Mt. Jew., Kinzua & Ritersv. R. R.	9,040	4,800	4,058		182
397	Kinzua Hemlock R. R.					
399	Mt. Penn Gravity R. R	4,852			1,252	3,600
401	Newb., Dutch. & Conn. R. R.	21,400	14,575		6,183	[9] 643
402	N. J. & N. Y. R. R	44,213	29,000	11,400	3,813	
403	N. J. & N. Y. Ex. R. R	7,200	7,200			
405	Newpt. & Sherman's Vy. R. R.	6,250	6,250			
406	N. Y. & Nn. Ry	214,947	188,000		20,874	[10] 6,073
407	Mahopac Falls R. R					
409	N. Y. Cent. & Hud. Riv. R. R	11,777,945	3,981,510	5,391,137	1,875,042	[11] 530,256
410	Amst., Chucta. & Nn. R. R					
412	N. J. Jctn. R. R.	68,000	68,000			
413	N. Y. & Harlem R. R	840,000	840,000			
414	Rome, Watert. & Ogdensb. R. R	608,557	578,788		12,604	[9] 17,165

[1] Includes $246 "salaries and maintenance of organization."
[2] "Salaries and maintenance of organization."
[3] Report not filed; inserted to show relation of road following.
[4] Private road.
[5] Includes $1,275, "other deductions."
[6] Includes $80, "other deductions."
[7] "Other deductions."
[8] Report for ten months, ending June 30, 1893.
[9] Includes $57, "other deductions."
[10] Includes $6,062, "other deductions."
[11] Includes $332,171, "other deductions."

IE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of perating expenses and ted charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
2,210,278	71.55	28.45	2.410	.49420	.300	.90332	.81714	324
226,528	.....	.....	.....	.....	.....	.....	.....	325
90,180	.....	.....	.....	.....	.....	.....	.....	326
5,700	100.00	.....	.....	.....	1.180	.....	.....	327
214,072	77.87	22.13	2.154	1.70594	5.246	3.27820	2.35456	330
20,835	62.62	37.38	67.333	.95239	1.964	1.17817	1.07748	332
								85
26,838	47.22	52.78	3.256	.69874	1.061	.69862	.69867	335
.....	.....	.....	.....	.....	.....	.....	.....	338
451	89.38	10.64	.....	.....	.....	.....	.....	339
29,882	95.54	4.46	4.614	.76926	1.256	.68632	.74678	340
7,970	100.00	.....	1.859	.56420	5.298	.56320	.56338	344
17,024	93.82	6.08	.....	.....	2.570	2.90282	2.90282	346
60,645	62.02	37.98	.....	.....	.....	.....	.....	347
23,871	51.50	48.50	1.805	.99131	5.035	.99121	.99131	351
8,739	99.69	.31	.....	.....	3.984	1.41421	1.41421	357
12,977	94.43	5.57	1.794	.50615	3.131	.45820	.48216	359
63,267	92.64	7.36	13.417	1.27028	1.981	1.27028	1.27028	360
71,833	99.64	.36	3.162	.35166	3.462	1.32715	.69614	362
476,005	71.97	28.03	2.117	.53043	.444	.97882	.85843	363
.....	.....	.....	.....	.....	.....	.....	.....	364
23,979	96.00	4.00	1.468	.35755	.291	.83284	.66752	365
40,592	85.91	14.09	1.088	1.17976	1.949	1.21894	1.19461	367
48,942	73.32	26.68	1.255	.22215	3.545	2.80794	1.76376	370
3,807,786	74.42	25.58	1.616	.86180	1.492	1.31757	.92308	371
17,500	.....	.....	.....	.....	.....	.....	.....	375
80,201	.....	.....	.....	.....	.....	.....	.....	376
9,465	99.45	.55	.....	.....	7.669	.84943	.84943	378
240,719	81.91	18.09	1.141	.74645	1.961	.91189	.75684	379
26,645	51.00	49.00	7.254	.27785	.527	.83358	.69465	380
26,624	100.00	.....	.....	.....	.....	.....	.....	381
14,507	98.91	1.09	.....	.....	.....	.....	.....	384
118,563	85.43	14.57	.....	.....	.....	.....	1.55640	386
4,035	97.52	2.48	.....	.....	4.551	1.47396	1.47396	387
33,027	75.71	24.29	2.240	.50828	1.771	.82766	.60022	389
17,099	97.17	2.83	2.176	.51921	6.769	.51921	.51921	391
16,614	94.02	5.98	.....	.....	.....	.....	.....	394
7,224	100.00	.....	40.503	1.60700	7.715	1.60461	1.60719	395
31,648	71.44	28.56	.....	.....	3.506	.28435	.23770	396
.....	.....	.....	.....	.....	.....	.....	.....	397
20,364	76.18	23.82	.....	.71470	.....	.....	.71470	399
156,579	86.33	13.67	3.826	.64810	4.876	1.35916	1.05030	401
318,083	86.10	13.90	1.551	.87852	1.683	1.11560	.89985	402
7,200	.....	.....	.....	.....	.....	.....	.....	403
25,437	75.43	24.57	1.116	.....	3.860	.....	.....	405
753,536	71.48	28.52	1.825	.66372	1.907	1.35653	.86296	406
.....	.....	.....	.....	.....	.....	.....	.....	407
42,377,507	72.21	27.79	1.462	.75997	.514	1.38654	1.07199	409
.....	.....	.....	.....	.....	.....	.....	.....	410
68,000	.....	.....	.....	.....	.....	.....	.....	412
840,000	.....	.....	.....	.....	.....	.....	.....	413
608,557	.....	.....	.....	.....	.....	.....	.....	414

GROUP II. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10 Abbreviated name of road.	11 EXPENDITURE ASSIGNABLE TO FIXED CHARGES. Amount. Cols. 12+13+14+15	12 Designation. Interest.	13 Rents.	14 Taxes.	15 Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	N. Y. Cent. & Hud. Riv. R. R.—Continued.					
	Rome, Watert. & Ogdensb. R. R.—Continued.					
415	Niag. Falls Brh. R. R					
416	Oswego & Rome R. R	44,584	44,500		84	
417	Utica & Black Riv. R. R	108,395	99,000		3,890	[1] 5,505
418	Carth., Watert. & Sack. Harb. R. R.	18,200	18,000			[1] 200
419	Spuy. Duy. & Port Mor. R. R					
420	Troy & Greenbush R. R.	221				[1] 221
421	Troy Un. R. R					
422	W. Shore R. R	2,000,000	2,000,000			
423	Beech Ck. R. R	337,813	210,833		21,520	[2] 105,460
425	Mohawk & Malone Ry. [3]	3,972			3,439	533
	Mohawk & Malone Ry. [4]	17,606	16,667		939	
426	Wallkill Vy. R. R	22,979	17,500		5,479	
428	N. Y., L. Erie & Wn. R. R. [5] [Line east of Salamanca, N. Y.]	7,778,620	4,952,392	2,041,403	521,902	[6] 262,923
429	Avon, Geneseo & Mt. Mor. R. R.	100				[1] 100
431	Buff. & S. Wn. R. R	96,311	90,000		1,274	[1] 5,037
434	Buff., N. Y. & Erie R. R.: [7]					
435	Roch. & Genesee Vy. R. R	700				[1] 700
439	Goshen & Deckert. Ry	15,067	14,790		72	[8] 205
444	Montg. & Erie Ry	9,607	8,525		169	[9] 913
449	Nn. R. R. of N. J	95,510	39,240	9,525	10,615	[1] 36,130
450	Nyack & Nn. R. R	9,525	9,525			
451	Pat. & Hud. Riv. R. R	450				[1] 450
452	Pat. & Ramapo R. R	3,550			2,503	[1] 1,047
453	Union R. R. (of N. Y.)					
455	Susp. Brg. & Erie Jctn. R. R					
456	Lockport & Buff. Ry	9,800	9,800			
457	N. Y. & Greenwood L. Ry	62,044	11,073		6,138	[10] 44,833
460	Tioga R. R	70,913	50,475	14,794	5,644	
463	N. Y., Ont. & Wn. Ry	808,598	528,349	180,440	100,442	[11] 633
464	Ont., Carb. & Scran. Ry	78,194	75,000			[1] 3,194
465	Rome & Clinton R. R	1,171				[12] 1,171
466	Utica, Clinton & Bing. R. R	43,009	40,000		752	[13] 2,257
467	Wharton Vy. Ry	4,250	3,750			[1] 500
468	N. Y., Phila. & Norf. R. R. [14]	202,036	135,832		11,298	[10] 54,906
469	N. Y., Susq. & Wn. R. R	568,103	503,880	26,722	37,453	[1] 45
475	Nn. Adirondack R. R	21,549	4,620		4,123	12,806
476	Oil Cy. & Ridg. Ry. & Min. Co. [15]					
477	Oregon & Tex. Ry	156			156	
479	Owasco Riv. Ry	471			471	
872	Pennsylvania Co.: [17]					
480	Waynesb. & Wash. R. R	7,848	6,923		506	[8] 419

[1] "Salaries and maintenance of organization."
[2] Includes $81,359, "other deductions."
[3] Report for ten months ending April 30, 1893.
[4] Report for two months ending June 30, 1893.
[5] See page 470, No. 428, for totals covering entire road.
[6] Includes $64,745, "other deductions."
[7] Report not filed; inserted to show relation of road following.
[8] "Other deductions."
[9] Includes $450, "other deductions."
[10] Includes $25,845, "other deductions."
[11] Credit item.
[12] Includes $800, "other deductions."
[13] Include, $1,225, "other deductions."
[14] Figures include operations of steamboats, barges, and tugs on 36 miles of water route.
[15] Includes $10,798, "permanent improvements."
[16] Road not in operation.
[17] Inserted to show relation of road following.

YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
›tal of ›ating ex- ses and charges. ls. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
ollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	415
44,584	.....	.....	.....	.....	.....	.....	.....	416
108,395	.....	.....	.....	.....	.....	.....	.....	417
18,200	.....	.....	.....	.....	.....	.....	.....	418
.....	.....	.....	.....	.....	.....	.....	.....	419
221	.....	.....	.....	.....	.....	.....	.....	420
.....	.....	.....	.....	.....	.....	.....	.....	421
,000,000	.....	.....	.....	.....	.....	.....	.....	422
948,516	64.39	35.61	3.650	.50503	.194	.97842	.87096	423
271,922	98.54	1.46	4.887	.90598	3.010	.99084	.93208	425
81,204	78.32	21.68	4.286	.78493	1.649	.99276	.83916	
117,093	80.38	19.62	2.705	.69784	1.484	.74179	.71918	426
2,826,531	65.92	34.08	1.208	.60498	.419	1.09057	.91960	428
100	.....	.....	.....	.....	.....	.....	.....	429
96,311	.....	.....	.....	.....	.....	.....	.....	431
								434
700	.....	.....	.....	.....	.....	.....	.....	435
15,067	.....	.....	.....	.....	.....	.....	.....	439
9,607	.....	.....	.....	.....	.....	.....	.....	444
95,510	.....	.....	.....	.....	.....	.....	.....	449
9,525	.....	.....	.....	.....	.....	.....	.....	450
450	.....	.....	.....	.....	.....	.....	.....	451
3,550	.....	.....	.....	.....	.....	.....	.....	452
.....	.....	.....	.....	.....	.....	.....	.....	453
.....	.....	.....	.....	.....	.....	.....	.....	455
9,800	.....	.....	.....	.....	.....	.....	.....	456
357,331	82.63	17.37	.916	.73981	1.955	1.22300	.85520	457
233,589	69.64	30.36	1.719	.50690	.354	.73580	.65239	460
,506,381	76.94	23.06	1.550	.61802	.703	1.12116	.94295	463
78,194	.....	.....	.....	.....	.....	.....	.....	464
1,171	.....	.....	.....	.....	.....	.....	.....	465
43,009	.....	.....	.....	.....	.....	.....	.....	466
4,250	.....	.....	.....	.....	.....	.....	.....	467
870,205	76.78	23.22	2.824	.12036	.843	1.84204	1.57276	468
,464,052	61.20	38.80	1.539	.69328	.453	.89920	.80190	469
108,724	80.18	19.82	4.153	.57980	1.171	1.02166	.81554	475
.....	.....	.....	.....	.....	.....	.....	.....	476
7,551	97.93	2.07	.....	.....	5.897	.72218	.72218	477
9,775	95.18	4.82	.....	.....	51.051	14.76837	14.66837	479
								872
48,325	83.76	16.24	2.921	.61384	4.487	.67332	.63730	480

GROUP II. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	Abbreviated name of road.	10	11	12	13	14	15
		EXPENDITURE ASSIGNABLE TO FIXED CHARGES.					
		Amount.	Designation.				
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
481	Pennsylvania R. R. [1]	18,431,787	4,731,391	10,611,770	1,411,529	[2] 1,677,097	
482	Bald Eagle Vy. R. R.	42,046	21,120	.....	14,862	[3] 6,064	
483	Bedford & Bridgpt. Ry.	93,200	85,000	.....	600	[2] 7,600	
484	Bustleton R. R	623	.....	.....	.....	[2] 623	
485	Cambria & Clearf. R. R.	52,490	44,550	.....	2,161	[2] 5,779	
486	Col. & Port Deposit Ry.	81,389	72,000	.....	3,000	[4] 6,389	
487	Cols. Kink. & Springf. R. R.	9,744	9,086	.....	.....	[2] 658	
488	Cresson & Clearf. Co. & N. Y. S. Route. R. R. [5]	26,481	22,500	.....	.....	[6] 3,981	
489	Downingt. & Lanc. R. R.	15,938	12,000	.....	.....	[2] 3,938	
490	Engelside R. R	.....	.....	.....	.....	.....	
491	Fresh. & Jamesb. Agricl R. R.	33,845	26,416	.....	.....	[2] 7,429	
492	Fred. & Pa. Line R. R	17,445	15,000	.....	.....	[2] 2,445	
493	Han. & York R. R	14,456	9,555	.....	1,403	[7] 3,498	
494	Harrisb., Ports., Mt. Joy & Lanc. R. R.	41,864	28,000	.....	11,939	[8] 1,925	
495	Johnsonburg R. R.	13,803	13,000	.....	100	[2] 1,703	
496	Kensington & Tacony R. R.	43	.....	.....	.....	[9] 43	
497	Lewisb. & Tyrone R. R.	19,262	.....	.....	120	[9] 19,142	
494	Littlestown R. R. [10]	488	.....	.....	.....	[2] 488	
498	Long B. R. R	258	.....	.....	.....	[2] 258	
499	McKeespt. & Bessemer R. R.	22,063	.....	.....	55	[11] 22,008	
500	Mifflin & Centre Co. R. R.	13,665	12,000	.....	101	[2] 1,564	
501	Millst. & New Bruns. R. R.	382	.....	.....	.....	[2] 382	
502	Nescopec R. R.	11,751	10,000	.....	26	[2] 1,725	
503	N. Y. Bay R. R. [12]	.....	.....	.....	.....	.....	
504	N. & W. Brh. Ry.	109,308	90,000	.....	8,630	[13] 10,678	
505	Pa. Schuyl. Vy. R. R	412,537	350,000	.....	3,547	[14] 58,990	
506	Perth Amb. & Woodbrg. R. R.	6,201	4,000	.....	.....	[2] 2,201	
507	Phila. & Erie R. R.	1,204,417	1,042,470	.....	27,567	[15] 134,380	
508	Phila. & Long Brh. R. R	40,541	37,500	.....	.....	[2] 3,041	
509	Phila., Germant. & Chest. H. R. R.	68,877	45,000	.....	8,855	[16] 15,022	
510	Pittsb., Va. & Charleston Ry.	234,417	191,250	.....	9,077	[17] 34,090	
511	Pomeroy & Newk. R. R.	928	.....	.....	50	[18] 878	
512	Ridg. & Clearf. R. R	29,570	24,550	.....	2,455	[2] 2,565	
513	Riverfront R. R	9,739	9,720	.....	.....	[8] 19	
514	S. Fork R. R.	507	.....	.....	3	[19] 504	
515	S. W. Pa. Ry.	100,848	63,000	.....	15,592	[20] 22,256	
516	Sunb. & Lewistown Ry.	141,737	35,000	.....	.....	[21] 106,737	
517	Sunb., Haz. & Wilkesb. Ry.	161,254	142,100	.....	9,396	[2] 9,758	
518	Susq. & Clearf. R. R	14,679	14,250	.....	28	[2] 401	
519	Tipton R. R	222	.....	.....	216	[8] 6	

[1] Figures include expense of operating Jersey City ferries. [2] "Other deductions."
[3] Includes $5,328, "other deductions."
[4] Includes $16, "salaries and maintenance of organization," and $5,813, "other deductions."
[5] Report for six months ending June 30, 1893.
[6] Includes $7, "salaries and maintenance of organization," and $338, "other deductions."
[7] Includes $71, "salaries and maintenance of organization," and $3,127, "other deductions."
[8] "Salaries and maintenance of organization."
[9] Includes $13, "salaries and maintenance of organization," and $4,420, "other deductions."
[10] Report for six months ending December 31, 1892. Consolidated with Han. & York R. R., December 31, 1892.
[11] Includes $40, "other deductions." [12] Road under construction.
[13] Includes $300, "salaries and maintenance of organization," and $10,378, "other deductions."
[14] Includes $153, "salaries and maintenance of organization," and $58,786, "other deductions."
[15] Includes $8,000, "salaries and maintenance of organization," and $126,380, "otherdeductions."
[16] Includes $1,000, "salaries and maintenance of organization," and $4,707, "other deductions."
[17] Includes $2,268, "salaries and maintenance of organization," and $31,822, "other deductions."
[18] Includes $7, "salaries and maintenance of organization," and $866, "other deductions."
[19] Includes $6, "salaries and maintenance of organization," and $498, "other deductions."
[20] Includes $600, "salaries and maintenance of organization," and $21,656, "other deductions."
[21] Includes $2,602, "salaries and maintenance of organization," and $104,135, "other deductions."

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
67,493,142	72.69	27.31	1.644	.87816	.447	1.45111	1.22289	481
42,046								482
93,200								483
623								484
52,490								485
81,389								486
9,744								487
26,481								488
15,988								489
								490
23,845								491
17,445								492
14,456								493
41,864								494
18,803								495
43								496
19,262								497
488								494
258								498
22,063								499
13,665								500
282								501
11,751								502
								503
109,308								504
412,537								505
6,201								506
1,204,417								507
40,541								508
63,877								509
224,417								510
923								511
29,570								512
9,739								513
507								514
100,848								515
141,737								516
161,254								517
14,679								518
222								519

GROUP II. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Pennsylvania R. R.—Continued.					
520	Trenton Del. Brg. Co	29,206	24,500		3,556	[1] 1,150
518	Turtle Ck. Vy. R. R. [2]	583			25	[2] 558
521	Tyrone & Clearf. Ry	54,167	50,000		4,167	
522	United N. J. R. R. & Canal Co	1,838,122	1,064,215		298,129	[4] 475,778
523	Belvidere Del. R. R	182,343	157,378			[5] 24,965
527	Camden & Burl. Co. R. R	21,500	21,000			[1] 500
528	Mt. Holly, Lumb. & Medf. R. R.	5,450	5,250			[1] 200
529	Phila. & Trenton R. R	9,411			9,411	
530	Connecting Ry	69,427	59,460		9,967	
531	Rocky H. R. R. & Transp. Co.	100				[1] 100
532	Vincentown Brh. R. R					
533	W. Chester R. R	4,717	3,750		967	
534	Wn. Pa. R. R	262,928	204,126		21,982	[6] 36,820
535	Allegh. Vy. Ry	1,190,572	1,130,672		59,900	
536	Camden & Atl. R. R. [7]	153,285	96,341	9,733	17,573	[8] 29,638
537	Phila., Marl. & Medf. R. R	5,210	5,000			[9] 210
538	Cumb. Vy. R. R	54,417	21,640	10,859	21,918	
539	Cumb. Vy. & Martinsb. R. R.	3,331			3,331	
540	Dillsb. & Mechsb. R. R	6,050	6,000			[1] 50
541	Sn. Pa. Ry. & Min. Co	43,932	43,750		182	
542	Junction R. R. (of Phila.)	40,106	37,125		2,981	
543	Nn. Cent. Ry	1,559,832	799,950	531,670	42,341	[9] 185,871
544	Elm. & L. Ont. R. R	45,040	25,000		225	[9] 19,815
545	Elm. & Williamspt. R. R	101,926	88,500		10,188	[1] 3,238
546	Lykens Vy. R. R. & Coal Co	1,998				[1] 1,998
547	Sham. Vy. & Pottsv. R. R	148,109	140,000		8,109	
549	Un. R. R. (of Balt.)	90,052	90,000			[9] 52
550	Phila., Wilm. & Balt. R. R.	1,630,218	260,823	961,969	188,233	[10] 219,193
551	Balt. & Pot. R. R	483,401	420,000	4,696		[9] 58,705
552	Catonsv. S. Line R. R					
553	Cambridge & Seaf. R. R	617				[9] 617
554	Delaware R. R	77,248	55,080			[9] 22,168
555	Del. & Ches. Ry	18,116	16,000			[9] 2,116
556	Del., Md. & Va. R. R	41,277	37,550			[9] 3,727
557	Phila. & Balt. Cent. R. R	156,887	104,000	23,794	5,978	[11] 22,615
558	Chester Ck. R. R	12,694	11,100		1,594	
559	Queen Anne's & Kent R. R.	991				[9] 991
560	S. Chester R. R					
561	W. Jersey R. R	265,946	203,574	16,231	35,173	10,968
562	Alloway & Quinton R. R					
563	W. Jersey & Atl. R. R	15,859	11,880			[9] 3,979
569	Phila. & Read. R. R	17,921,736	7,324,913	9,473,974	635,651	[12] 487,198
570	Allentown R. R	240				[1] 240
571	Allentown Term. R. R	18,000	18,000			
573	Chest. H. R. R	2,000				[1] 2,000
574	Colebrookdale R. R	36,240	36,000			[1] 240
575	Danv. & Sham. R. R. [13]					
576	Dauphin & Berks R. R					

[1] "Salaries and maintenance of organization."
[2] Report for eleven months ending May 31, 1893. Purchased by and merged in the Pennsylvania R. R., May 31, 1893.
[3] Includes $5, "salaries and maintenance of organization," and $553, "other deductions."
[4] Includes $10,000, "salaries and maintenance of organization," and $465,778, "other deductions."
[5] Includes $2,354, "salaries and maintenance of organization," and $22,611, "other deductions."
[6] Includes $33,042, "other deductions."
[7] Figures include expense of operating Coopers Point and Philadelphia ferry, Kensington and New Jersey ferry, and Atlantic City street car line.
[8] Includes $15,538, "other deductions."
[9] "Other deductions."
[10] Includes $186,469, "other deductions."
[11] Includes $21,555, "other deductions."
[12] Includes $289,511, "other deductions."
[13] Road under construction.

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
29,206								520
583								518
54,167								521
1,838,122								522
182,343								523
21,500								527
5,450								528
9,411								529
69,427								530
100								531
								532
4,717								533
262,928								534
2,858,192	58.34	41.66	1.459	.57272	.544	.89442	.77630	535
809,104	81.06	18.94	1.887	1.16455	2.499	1.58950	1.22271	536
5,210								537
781,464	93.04	6.96	1.951	6.9084	.931	1.77884	1.05742	538
2,331								539
6,050								540
42,932								541
161,581	75.18	24.82						542
6,623,366	76.45	23.55	1.894	7.7932	.408	1.81256	1.12307	543
45,040								544
101,926								545
1,998								546
148,109								547
356,578	74.75	25.25	1.079		1.397			549
8,969,890	81.82	18.18	1.735	.85572	1.017	1.39103	1.03427	550
483,401								551
								552
617								553
77,248								554
18,116								555
41,277								556
156,387								557
12,694								558
991								559
								560
1,548,811	82.83	17.17	1.257	.83904	1.355	1.50069	.95575	561
								562
15,859								563
43,563,652	58.86	41.14	2.456	.85440	.447	.95451	.85447	569
240								570
18,000								571
2,000								573
36,240								574
								575
								576

GROUP II. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Phila. & Read. R. R.—Continued.					
577	Del. & Bound Brk. R. R	131,000	123,000			[1] 8,000
578	E. Trenton R. R					
579	E. Pa. R. R	19,800	19,800			
580	Lehigh Vy. R. R	2,089,174	1,995,230			[2] 43,944 [3] 1,196
581	Buff. Ck. R. R.	27,896	26,700			
582	Easton & Amb. R. R	300,000	300,000			
583	Lehigh Vy. Term. R. R	500,000	500,000			
584	Lehigh Vy. Ry	675,000	675,000			
585	Hayt's Cor., Ovid & Wil. R. R					
586	Loyalsock R. R					
587	Pa. & N. Y. Canal & R. R. Co.	520,000	520,000			
590	State Line & Sullivan R. R	26,100	16,800			[1] 9,300
591	Wav. & State Line R. R					
592	Wilkesb. & Harvey's L. R. R.					
593	Little Schuyl. Nav. R. R. & Coal Co.	54,317		31,865	18,088	[1] 4,364
594	E. Mahanoy R. R	3,201			[4] 3,201	
595	Mill Ck. & Mine H. Nav. & R. R. Co.	641				[1] 641
596	Mine H. & Schuyl. Hav. R. R.	36,979			30,735	[1] 6,244
597	Mt. Carb. & Port Carb. R. R.	2,574			1,882	[1] 692
598	Norrist. Jctn. R. R.	2,263	1,900		276	[4] 87
599	N. Pa. R. R	504,000	492,000			[1] 12,000
600	Phila. & Frankf. R. R					
601	Phila. & Read. Term. R. R	150,000	(5)			150,000
602	Phila., Germant. & Norrist. R. R.	47,705				[6] 47,705
603	Plymouth R. R.					
604	Phila., Harrisb. & Pittsb. R. R.					
605	Pickering Vy. R. R	23,502	23,261			[7] 241
606	Schuyl. & Lehigh R R	51,000	51,000			
607	Schuyl. Riv. W. Side R. R.					
608	Schuyl. Vy. Nav. & R. R. Co.	642				[1] 642
609	Sham., Sunb. & Lewisb. R. R.	110,000	110,000			
610	Slatington R. R					
611	Atl. Cy. R. R	146,332	111,303	3,032	19,483	12,514
612	Brigantine B. R. R. [8]					
613	Camden Co. R. R	2,173	1,950		148	[9] 75
614	Chester & Del. Riv. R. R.	808	712		96	
615	Gettysb. & Harrisb. Ry	32,761	32,230		523	8
616	Middlet. & Hummelst. R. R.	121			121	
617	N. E. Pa. R. R.	20,785	20,000		630	[10] 155
618	Pa., Pough. & Boston R. R.	145,362	124,776		6,000	14,586
620	Perkiomen R. R.	107,719	96,230		3,623	[11] 7,866
621	Phila. & Chester Vy. R. R.	18,402	18,025		377	
622	Phila. & Nn. R. R. [12]					
623	Port Read. R. R	76,545	75,000		1,345	[13] 200
624	Read. & Col. R. R.	138,273	110,500	24,500	3,084	189
626	Read., Marl. & Han. R. R.					
627	Rupert & Bloomsb. R. R.	67			67	
628	Stony Ck. R. R	25,414	24,500		578	[14] 336
629	Tamaqua, Haz. & Nn. R. R.	150			150	

[1] "Salaries and maintenance of organization."
[2] Includes $27,704, "salaries and maintenance of organization," and $16,240, "other deductions."
[3] Includes $586, "salaries and maintenance of organization."
[4] Includes $7, "salaries and maintenance of organization," and $80, "other deductions."
[5] "Interest" $577, charged to construction.
[6] Includes $6,272, "salaries and maintenance of organization," and $41,397, "other deductions."
[7] Includes $240, "salaries and maintenance of organization," and $1, "other deductions."
[8] Report for three months ending October 31, 1893.
[9] "Other deductions."
[10] Includes $65, "other deductions."
[11] Includes $4,521, "permanent improvements," and $3,345, "other deductions."
[12] Road under construction.
[13] Includes $33, "other deductions."
[14] Includes $6, "other deductions

R ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

	17	18	19	20	21	22	23	
	SUMMARY AND DEDUCTIONS.							
f ex- nd ges. 11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
ι.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
000								577
								578
800								579
174								580
896								581
000								582
000								583
000								584
								585
								586
000								587
100								590
								591
								592
817								593
201								594
841								595
979								596
574								597
263								598
000								599
								600
000								601
705								602
								603
								604
502								605
000								606
								607
142								608
000								609
								610
726	81.86	18.14	1.134	.91999	1.321	.91974	.91995	611
								612
319	89.81	10.19	2.429	.51940	2.336	.51932	.51928	613
066	98.48	1.52		3.41982		3.41973	3.41978	614
231	75.59	24.41	2.887	.78685	1.230	.78682	.78684	615
720	99.39	.61	5.172	.67886	2.486	.67878	.67884	616
804	80.54	19.46	3.504	.61847	1.620	.61850	.61845	617
512	59.79	40.21	2.487	.83565	.551	.83470	.83474	618
296	69.85	30.15	3.528	.77319	.573	.78006	.77828	620
333	74.20	25.80	8.355	.79357	1.543	.79363	.79353	621
								622
800	67.67	32.33			1.741	.82078	.82078	623
429	65.73	34.27	2.027	.76360	1.218	.76355	.76350	624
								626
405	99.36	.64	8.794	.84917	2.417	.84954	.84920	627
322	55.66	44.34	3.086	.86312	4.830	.96200	.88702	628
689	99.64	36			.513	.84510	.84510	629

GROUP II. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
630	Phila., Newt. & N. Y. R. R.	41,122	17,500		1,622	[1] 22,100
631	Phila., Read. & New Eng. R. R.	356,338	220,833	73,476	38,721	23,308
632	Dutchess Co. R. R.	**22,000**	**21,000**			[2] **1,000**
634	Port Jer., Monti. & N. Y. R. R.	30,927	21,840		4,373	4,714
635	Pough. & En. Ry.[3]	627			627	
640	Reynoldsv. & Falls Ck. R. R	71,282	5,100			[1] 66,182
641	Roch. & L. Ont. Ry	2,460			2,460	
646	Sharpsville R. R	6,867			299	[4] 6,568
648	Sinnemahoning Vy. R. R.	1,583			1,583	
650	Slate Run R. R.	330			330	
653	Staten I. Rap. Trans. R. R.	309,544	185,000	79,850	24,800	19,894
654	Staten I. Ry.	**23,833**	**20,250**			[2] **3,583**
656	Stewartstown R. R.	188			188	
661	Ulster & Del. R. R.	94,358	73,640		20,713	
662	Del. & Otsego R. R					
664	Kaaterskill R. R	4,545	3,300		705	540
666	Stony Clove & Cats. Mtn. R. R.	11,697	9,625		2,072	
673	Wellsv., Coudersprt. & Pine Ck. R. R.	2,516	1,840		676	
675	Wn. Md. R. R	262,730	222,752	39,978		
676	Balt. & Cumb. Vy. R. R.	**4,868**	**4,868**			
677	Balt. & Cumb. Vy. R. R. Ex.	**13,800**	**13,800**			
678	Balt. & Cumb. Vy. Ry	**2,910**	**2,910**			
679	Balt. & Harrisb. Ry	36,120	36,120			
681	Berlin Brh. R. R	3,003	2,574		44	[5] 385
683	Wn. N. Y. & Pa. R. R.	1,432,929	1,297,019	26,400	102,848	[1] 6,663
695	Williams Vy. R. R	1,908	1,770		138	
696	Williamspt. & N. Brh. R. R.	26,036	24,135		1,353	548
697	Wilm. & Nn. R. R	45,441	38,305		7,136	

[1] "Other deductions."
[2] "Salaries and maintenance of organization."
[3] Report for period, April 13 to June 30, 1893.
[4] Includes $134, "other deductions."
[5] Includes $173, "other deductions."

IE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of perating expenses and xed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
133,009	69.09	30.91	1.079				.61503	680
1,345,200	73.51	26.49	3.572	.80889	.777	.80874	.80879	681
22,000								632
73,257	57.78	42.22	2.277	.53658	3.235	.73499	.62030	634
20,919	97.01	2.99	6.639	.94188	7.984	1.68558	1.08542	635
155,849	54.26	45.74						640
23,349	89.46	10.54	1.428	.52302			.52303	641
32,699	79.00	21.00	10.131	.92253	1.639	1.23698	1.15837	646
171,414	99.08	.92	14.636	4.66516	4.431	8.49293	7.53554	648
15,008	97.80	2.20			3.408	.81545	.81515	650
1,025,609	69.82	30.18	1.009	1.58366	2.207	1.53056	1.57766	653
23,833								654
11,089	98.30	1.70						656
387,267	75.63	24.37	1.952	1.04107	3.438	1.00342	1.01722	661
								662
15,387	70.46	29.54	2.467	.83339	44.850	.75547	.77495	664
47,409	75.33	24.67	5.010	1.29168	5.742	.52189	.89279	666
15,738	84.02	15.98	4.362	.47440	1.413	.75005	.54331	673
938,863	72.02	27.98	1.348		.780			675
4,868								676
13,800								677
2,910								678
161,308	77.61	22.39	1.082		.915			679
8,427	64.36	35.64	3.825	.75670	6.735	.75670	.75670	681
3,950,055	63.72	36.28	1.771	.49855	3.722	.95510	.77745	683
17,457	89.07	10.93						695
90,764	71.31	28.69	2.124	.37460		2.20583	.97196	696
459,347	90.11	9.89	2.021	.34620	1.214	1.44817	.87870	697

GROUP III. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
	Total—Group III	*Dollars.* 54,328,304	*Dollars.* 30,030,059	*Dollars.* 15,618,415	*Dollars.* 5,126,092	*Dollars.* [1] 3,553,738
	Charges against income from operation.	46,885,827	24,650,004	14,877,091	4,973,685	[1] 2,385,047
	Charges against income from lease of road.	7,442,477	5,380,055	741,324	152,407	[1] 1,168,691
699	Addyston & Ohio Riv. R. R					
700	Alliance & Nn. R. R	13,097			855	[2] 12,242
176	Balt. & Ohio R. R. [3] [Line west of Ohio Riv.]	2,235,512	868,558	1,108,970	63,770	[4] 194,214
702	Balt. & Ohio & Chic. R. R	750,424	464,640		88,486	[5] 197,358
703	Akron & Chic. Jctn. R. R	76,205	75,000			[6] 1,205
704	Cent. Ohio R. R	118,260	112,500			[6] 5,760
705	Sdsky., Mansf. & Newk. R. R.	167,239	161,000			[6] 6,239
708	Newk., Somerset & Stav. R. R.	40,707	40,000			[6]707
709	Pittsb. & Wn. Ry	868,391	536,014	206,991	42,900	82,486
711	Pittsb., Clev. & Tol. R. R	158,381	144,000		10,500	[7] 3,881
714	Vy. Ry. (of Ohio)	25,256	45		20,753	4,458
715	Balt. & Ohio S. Wn. R. R	581,936	503,325		65,134	[8] 13,477
718	Beaver & Ellwood R. R					
720	Bellaire, Zanesv. & Cin. Ry	468			3	465
723	Cent. Un. Depot & Ry. Co. of Cin.	11,250	11,250			
725	Chic. & S. Bend R. R. [9]					
727	Chic. & W. Mich. Ry	430,690	365,645		46,907	[10] 18,138
729	Det., Lans. & Nn. R. R	347,264	225,540	89,675	29,652	2,397
731	Sag. & Wn. R. R	33,960	33,960			
732	Sag. Vy. & St. L. R. R	44,636	35,680	7,000	1,956	
733	Sag. & Gr. Rap. R. R					
734	Gr. Rap. Tr. & Jctn. R. R					
736	Cin. & Westwood R. R	7,343	5,940		1,071	332
737	Cin., Georget. & Ports. R. R	16,216	15,120		1,096	
738	Cin., Ham. & Day. R. R	994,752	362,001	495,248	104,412	33,091
743	Day. & Mich. R. R	139,460	137,460			[6] 2,000
745	Cin., Day. & Chic. R. R	2,613			2,613	
746	Cin., Ham. & Indpls. R. R	169,074	126,000		42,949	[6] 125
747	Cin., Jack. & Mack. Ry	28,449			28,449	
748	Cin., Leb. & Nn. Ry	12,648	10,000		2,648	
751	Cin., Ports. & Va. R. R	6,400			6,400	
753	Clev. & Mari. Ry	64,486	45,622		9,218	9,646
754	Clev., Akron & Cols. Ry	156,704	128,771		27,165	768
755	Clev., Cant. & Sn. R. R	318,393	206,579	16,113	20,721	74,980
756	Clev. Belt & Term. R. R. [11]	8,898	[12]		207	[13] 8,691
758	Clev., Cin., Chic. & St. L. Ry. [14] [Line east of Terre Haute, Ind.]	2,106,350	1,732,395		312,224	[15] 61,731
764	Day. & Un. R. R	22,996	19,313		3,604	79
765	Mt. Gil. S. Line Ry	206			206	
767	Peoria & En. Ry. [16] [Line east of Danville, Ill.]	359,540	268,740		37,596	[17] 53,204

[1] See page 61, for analysis of this amount.
[2] "Permanent improvements."
[3] Group figures assigned by this Office. See page 470, No. 176, for totals covering entire road.
[4] Includes $162,038, "other deductions."
[5] "Other deductions."
[6] "Salaries and maintenance of organization."
[7] Includes $3,561, "other deductions."
[8] Includes $436, "other deductions."
[9] Report for period, April 15, 1892 to June 30, 1893.
[10] Includes $15,905, "other deductions."
[11] Report for six months ending June 30, 1893.
[12] "Interest" $41,975, charged to construction.
[13] Includes $2,700, "salaries and maintenance of organization."
[14] Group figures assigned by this Office. See page 470, No. 758, for totals covering entire road.
[15] Includes $18,996, "other deductions."
[16] Group figures assigned by this Office. See page 470, No. 767, for totals covering entire road.
[17] Includes $53,057 "permanent improvements," and $147, "other deductions."

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
188,935,617								
181,493,140	74.17	25.83	1.923	.76681	.476	1.05493	.94198	
7,442,477								
17,899	100.00				44.420	.44420	.44420	699
53,923	75.71	24.29	3.198	.30756	1.567	1.65640	.81036	700
7,615,697	70.65	29.35	2.087	.92153	.422	.88235	.89779	176
750,434								702
70,205								703
118,260								704
167,239								705
40,707								708
2,927,302	70.34	29.66	3.896	1.02737	4.111	1.14334	1.10631	709
158,381								711
722,199	96.50	3.50	1.751	.68266	1.003	.79028	.76612	714
2,283,353	74.52	25.48	1.889	.67735	.459	.90055	.79201	715
6,344	100.00							718
94,306	99.50	.50		.48109		.51288	.48053	720
11,250		100.00						723
4,733	100.00							725
2,021,054	78.70	21.30	2.680	.84999	.742	.89687	.87201	727
1,282,189	72.92	27.08	2.247	.71434	.750	.79512	.74797	729
33,960								731
110,432	59.58	40.42	2.196	.67279	1.558	.74425	.69400	732
								733
								734
24,770	70.35	29.65						736
71,625	77.36	22.64		.74102	3.066	.74170	.74120	737
3,694,684	73.08	26.92	1.389	.69297	.469	1.07914	.89208	738
139,460								743
142,279	98.16	1.84	3.565	.66139	1.650	.98810	.77991	745
841,066	79.90	20.10	1.609	.66152	.597	1.02799	.83925	746
604,922	95.30	4.70	3.121	.50701	.589	.78791	.69559	747
101,149	87.50	12.50	1.252	.48373	4.255	1.02621	.60050	748
232,391	97.25	2.75	2.275	.61729	1.036	1.11548	.80916	751
379,360	83.00	17.00	3.672	.69327	.674	.75383	.73131	753
951,188	83.53	16.47	2.239	.67177	.537	1.01182	.83995	754
1,004,103	68.29	31.71	2.077	.47190	.545	1.15749	.82893	755
3,898								756
10,830,753	80.55	19.45	2.052	.85978	.479	1.02491	.95518	758
112,183	79.50	20.50	1.619	.54967	.804	.63696	.58166	764
5,718	96.40	3.60	3.082	.28454	18.696	.28454	.28454	765
1,381,962	73.98	26.02	2.545	.83025	.494	1.03199	.94195	767

GROUP III. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10 Abbreviated name of road.	11 EXPENDITURE ASSIGNABLE TO FIXED CHARGES. Amount. Cols. 12+13+14+15	12 Designation. Interest.	13 Rents.	14 Taxes.	15 Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
768	Clev., Lor. & Wheel. R. R.	94,775	64,900		29,875	
769	Cols., Hock. Vy. & Tol. Ry.	1,097,699	974,357	27,168	89,025	7,149
770	Cols., Shawnee & Hock. Ry	302,990	226,448	55,329	21,213	
772	Crawf. & Manistee Riv. Ry	264			264	
779	Ellwood Con. R. R.[1]					
780	Evansv. & T. Haute R. R.	362,375	305,575		56,800	
781	Evansv. Belt Ry.	4,768			1,759	[2] 3,004
782	Evansv. & Indpls. R. R.	176,430	152,510		23,920	
783	Evansv. & Rich. R. R.	92,129	70,000		20,025	2,104
786	Find., Ft. Way. & Wn. R. P.					
787	Flint & Père Marq. R. R.	669,198	582,507		63,218	23,473
85	Gr. Trunk Ry.:[3]					
790	Chic. & Gr. Trunk Ry	1,205,698	659,992	186,582	186,430	[4] 172,694
791	Gr. Trunk Jctn. Ry.	186,582	186,582			
792	Cin. Sag. & Mack. R. R	88,838	84,000		4,838	
793	Chic., Det. & Can. Gr. Trunk Jctn. Ry.	71,844	65,700		6,144	
794	Det., Gr. Hav. & Milw. Ry.	394,172	324,500		33,010	36,662
795	Mich. Air Line Ry.	78,520	75,434		3,086	
796	Tol., Sag. & Musk. Ry.	80,345	78,000		2,345	
797	Hancock & Calumet R. R.	22,534	16,500		5,213	821
799	Ind. Nn. Ry.					
800	Indpls., Dec. & Wn. Ry.[5] [Line in Indiana.]	84,599	66,440		18,069	
801	Indpls. Un. Ry.	93,377	43,800	49,577		
803	Iron Ry.	3,442			3,442	
805	Ivorydale & Mill Ck. Vy. Ry	10,000		10,000		
806	Kanawha & Mich. Ry.[6] [Line north of Ohio Riv.]	37,315	27,834		7,628	1,853
807	L. Co. R. R.					
808	L. Erie & Wn. R. R.	603,613	438,167		165,446	
809	L. Erie, Alliance & Sn. Ry.	29,272	21,960		2,998	[7] 4,314
810	L. Shore & Mich. Sn. Ry.	4,468,667	3,192,470	623,113	653,084	
811	Det. & Chic. R. R.					
812	Det., Hillsd. & S. Wn. R. R.	552				[8] 552
813	Det., Monroe & Tol. R. R.					
814	Ft. Way. & Jack. R. R.	1,500				[8] 1,500
815	Jamest. & Frank. R. R.	46,064	44,590		590	[9] 884
816	Kal. & White Pigeon R. R.					
817	Kal., All. & Gr. Rap. R. R.	42,000	42,000			
818	Mahon. Coal R. R.	76,952	75,000			[8] 1,952
819	Nn. Cent. Mich. R. R.					
821	Silv. Ck. & Dunkirk Ry.					
822	Sturgis, Goshen & St. L. R. R.	9,660	9,660			
823	Tol. & Ohio Nn. Ry.[10]					
824	Lakeside & Marblch. R. R.	9,184	8,355		829	
826	Louisv., Evansv. & St. L. Consol. R. R.	683,829	490,237	93,142	64,750	35,700
827	Louisv., New Alb. & Chic. Ry.	1,232,645	740,000	191,031	156,962	[11] 144,652
830	Louisv., New Alb. & Cdn. R. R.	5,304	3,000		733	1,571
832	Manistee & Gr. Rap. R. R.[12]					
837	Mason & Oceana R. R.	4,193			827	3,366

[1] Opened for traffic July 1, 1893.
[2] Includes $1,917, "other deductions."
[3] Report not filed; inserted to show relation of seven roads following.
[4] Includes $45,460, "other deductions."
[5] See page 470, No. 800, for totals covering entire road.
[6] Group figures assigned by this Office. See page 470, No. 806, for totals covering entire road.
[7] "Permanent improvements."
[8] "Salaries and maintenance of organization."
[9] "Other deductions."
[10] Road not in operation.
[11] Includes $120,843, "other deductions."
[12] Report for the year ending December 31, 1892.

R ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

	17	18	19	20	21	22	23	
	SUMMARY AND DEDUCTIONS.							
f ex- nd ges. 11	Proportion assignable to operation. 100 × Col. 2 / Col. 16	Proportion assignable to fixed charges. 100 × Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
t.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
756	91.94	8.06	2.422	.29653	.420	1.15239	.76613	768
985	63.02	36.98	1.811	.64220	.321	.92934	.84600	769
083	60.76	39.24	1.994	.45272	.668	1.44822	1.05952	770
324	96.40	3.60	.....	.....	1.632	.50173	.50173	772
.....	.....	.....	.....	.....	.....	.....	.....	779
340	63.81	36.19	1.522	.67179	.583	1.19576	.94228	780
763	.....	.....	.....	.....	.....	.....	.....	781
408	54.92	45.08	1.831	.55298	.651	.90583	.74614	782
593	51.40	48.60	4.024	.53427	.872	.79731	.66612	783
207	100.00	.....	4.753	.40956	.316	.51800	.43273	786
515	73.20	26.80	1.870	.60179	.654	.86130	.74750	787
								85
346	71.18	28.82	1.447	.78299	.410	.86158	.82897	790
582	.....	.....	.....	.....	.....	.....	.....	791
748	64.14	35.86	2.038	.49592	1.236	1.03152	.74758	792
361	80.86	19.14	3.052	.94087	.812	.91991	.93343	793
804	70.27	29.73	2.259	.92933	.987	1.02221	.97593	794
416	64.38	35.62	4.756	.67329	.549	.67719	.67554	795
249	60.08	39.92	5.589	.70320	.915	.94353	.79552	796
652	85.04	14.96	3.550	.93168	1.564	.88113	.88682	797
995	100.00	.....	.....	.....	.....	.....	.....	799
365	67.91	32.09	2.778	.57787	.745	.98215	.73985	800
118	76.55	23.45	.....	.....	.....	.....	.....	801
459	92.08	7.92	4.332	1.43060	2.582	1.96236	1.85994	803
901	52.16	47.84	.....	.....	.....	.....	.....	805
628	77.60	22.40	2.849	.53056	.504	.86397	.67526	806
386	100.00	.....	.....	.....	.....	.....	.....	807
357	76.12	23.88	2.151	.65081	.336	.65109	.70824	808
496	45.29	54.71	4.478	.93004	1.614	1.06587	1.03192	809
554	78.28	21.72	2.041	1.05063	.421	1.18833	1.13850	810
.....	.....	.....	.....	.....	.....	.....	.....	811
552	.....	.....	.....	.....	.....	.....	.....	812
.....	.....	.....	.....	.....	.....	.....	.....	813
500	.....	.....	.....	.....	.....	.....	.....	814
964	.....	.....	.....	.....	.....	.....	.....	815
.....	.....	.....	.....	.....	.....	.....	.....	816
000	.....	.....	.....	.....	.....	.....	.....	817
052	.....	.....	.....	.....	.....	.....	.....	818
.....	.....	.....	.....	.....	.....	.....	.....	819
960	.....	.....	.....	.....	.....	.....	.....	821
.....	.....	.....	.....	.....	.....	.....	.....	822
.....	.....	.....	.....	.....	.....	.....	.....	823
430	74.79	25.21	2.796	.45771	1.813	5.24390	1.98792	824
559	63.86	36.14	2.580	.60413	.655	1.02043	.81041	826
548	64.08	35.92	1.780	.76283	.527	.94084	.86601	827
827	58.65	41.35	1.650	.58571	4.818	.54229	.55315	830
829	100.00	.....	.....	.....	1.027	2.46458	2.46458	832
239	89.04	10.96	31.185	.21050	16.576	.99454	.68090	837

GROUP III. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
838	Mich. Cent. R. R. [1]	3,085,185	1,067,800	1,695,514	318,896	[2] 2,975
839	Battle Ck. & Sturgis Ry	15,000	15,000			
840	Bay Cy. & Battle Ck. Ry	7,500	7,500			
841	Can. Sn. Brg. Co.	70,000	70,000			
842	Det. & Bay Cy. R. R.					
844	Gr. Riv. Vy. R. R.					
845	Jack., Lans. & Sag. R. R.	113,283	112,533			[3] 750
846	Joliet & Nn. Ind. R. R.	57,000	56,000			[3] 1,000
847	Kal. & S. Hav. R. R.					
848	Mich. Air Line R. R.					
849	Mich., Midl. & Can. R. R	22,610	22,610			
850	Sag. Bay & N. Wn. R. R					
852	Tol., Can. Sn. & Det. Ry	105,000	105,000			
853	Middlet. & Cin. Ry					
854	Minl. Range R. R.	102,998	16,238		3,497	[2] 83,263
856	New Castle & Butler R. R	146			146	
409	N. Y. Cent. & Hud. Riv. R. R. : [4]					
857	Dunk., Allegh. Vy. & Pittsb. R. R	11,557			11,557	
859	N. Y., Chic. & St. L. R. R.	1,034,170	782,940	1,350	174,880	[2] 75,000
860	Chic. & State Line R. R.					
428	N. Y., L. Erie & Wn. R. R. [5] [Line west of Salamanca, N. Y.]	2,472,188		2,275,010	132,325	[2] 64,853
861	N. Y., Pa. & Ohio R. R.	2,239,003	[6] 1,130,474	[7] 568,408		[8] 540,121
862	Clev. & Mahon. Vy. Ry	171,946	154,933		80	[9] 16,933
863	New Castle & Shen. Vy. R. R.	15,630	15,000			[10] 630
864	Sharon Ry	9,173	7,380			[3] 1,793
865	Westerman Coal & Iron R. R. [11]					
867	Chic. & Erie R. R	912,090	825,831		82,461	3,798
868	Norf. & Wn. R. R. [12] [Line north of Ohio Riv.]	225,100	200,000		25,100	
869	N. Wn. Monroe Ry					
870	Ohio & Miss. Ry. [13] [Line east of Vincennes, Ind.]	526,009	437,185		86,643	2,181
871	Ohio Sn. R. R.	249,921	[14] 226,800		16,237	6,884
872	Pennsylvania Co.	7,949,106	1,084,557	5,707,155	585,892	[15] 571,502
873	Calumet Riv. Ry. [16]	3,250				3,250
874	Clev. & Pittsb. R. R	522,339	317,745			[17] 204,594
877	Indpls. & Vinc. R. R.	203,120	203,120			
878	Pittsb., Ft. Way. & Chic. Ry	893,566	768,700			[18] 24,866
879	Massillon & Clev. R. R.	2,524	1,850			[3] 674
880	New Castle & Beaver Vy. R. R.	6,263			4,077	[3] 2,186
881	Pittsb., Ohio Vy. & Cin. R. R.	8,750	8,750			
882	Pittsb., Youngst. & Ashtab. R. R.	205,294	189,800		15,494	

[1] Figures cover whole line, 1,638.52 miles; 378.91 miles not in United States.
[2] "Other deductions." [3] "Salaries and maintenance of orgnization."
[4] Inserted to show relation of road following.
[5] See page 470, No. 428, for totals covering entire road.
[6] Excludes $2,453,361, for which bonds were issued.
[7] Includes $2,861 rent, paid for "yards, tracks and terminals."
[8] Includes $57,020, "salaries and maintenance of organization," and $371,793, "other deductions."
[9] Includes $4,698, "salaries and maintenance of organization," and $12,235, "other deductions."
[10] Includes $98, "salaries and maintenance of organization," and $532, "other deductions."
[11] Private road.
[12] See page 470, No. 868, for totals covering entire road.
[13] Group figures assigned by this Office. See page 470, No. 870, for totals covering entire road.
[14] Excludes $20,055, charged to construction, and $16,437, charged to equipment; includes $332,053, "permanent improvements," and $231,720, "other deductions."
[15] Includes $332,053, "salaries and maintenance of organization," and $231,720, "other deductions."
[16] Road not in operation.
[17] Includes $12,343, "salaries and maintenance of organization," and $192,251 "other deductions."
[18] Includes $20,893, "salaries and maintenance of organization," and $3,973, "other deductions."

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
15,043,860	79.49	20.51	1.993	.89508	.512	1.08166	1.00464	838
15,000	.....	.....	.....	.....	.....	.....	.....	839
7,500	.....	.....	.....	.....	.....	.....	.....	840
70,000	.....	.....	.....	.....	.....	.....	.....	841
.....	.....	.....	.....	.....	.....	.....	.....	842
.....	.....	.....	.....	.....	.....	.....	.....	844
113,283	.....	.....	.....	.....	.....	.....	.....	845
57,000	.....	.....	.....	.....	.....	.....	.....	846
.....	.....	.....	.....	.....	.....	.....	.....	847
.....	.....	.....	.....	.....	.....	.....	.....	848
22,610	.....	.....	.....	.....	.....	.....	.....	849
.....	.....	.....	.....	.....	.....	.....	.....	850
105,000	.....	.....	.....	.....	.....	.....	.....	852
16,225	100.00	.....	4.841	.27740	3.948	.83956	.55848	853
174,617	41.02	58.98	2.566	.64118	6.188	1.16805	.91657	854
10,418	98.60	1.40	.....	.....	9.300	.95142	.95142	856
.....	.....	.....	.....	.....	.....	.....	.....	409
241,469	52.13	47.87	2.620	.77438	.895	1.27622	.99881	857
6,360,155	83.74	16.26	1.385	.84872	.443	1.09660	1.06287	859
.....	.....	.....	.....	.....	.....	.....	.....	860
7,695,972	67.88	32.12	1.268	.63320	.419	.80119	.76043	428
2,239,008	.....	.....	.....	.....	.....	.....	.....	861
171,946	.....	.....	.....	.....	.....	.....	.....	862
15,630	.....	.....	.....	.....	.....	.....	.....	863
9,178	.....	.....	.....	.....	.....	.....	.....	864
.....	.....	.....	.....	.....	.....	.....	.....	865
3,426,451	73.38	26.62	1.544	.62950	.471	1.12734	.96163	867
769,347	70.74	29.26	1.697	.58500	.497	1.11280	.85342	868
1,860	100.00	.....	.....	.....	.....	.....	.....	869
1,987,174	73.53	26.47	1.773	.80266	.496	.97387	.89270	870
584,195	57.22	42.78	1.471	.41100	.325	.90172	.73610	871
21,667,126	63.31	36.69	1.647	.76133	.478	1.25477	1.06790	872
3,250	.....	.....	.....	.....	.....	.....	.....	873
522,339	.....	.....	.....	.....	.....	.....	.....	874
203,120	.....	.....	.....	.....	.....	.....	.....	877
893,566	.....	.....	.....	.....	.....	.....	.....	878
2,524	.....	.....	.....	.....	.....	.....	.....	879
6,268	.....	.....	.....	.....	.....	.....	.....	880
8,750	.....	.....	.....	.....	.....	.....	.....	881
205,294	.....	.....	.....	.....	.....	.....	.....	882

GROUP III. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
872	Pennsylvania Co.—Continued.					
883	S. Chic. & Sn. R. R.	6,850				6,850
884	State Line & Ind. Cy. Ry.					
885	Tol., Walh. Vy. & Ohio R. R.	23,507	16,875			[1] 6,632
886	Cin. & Muskingum Vy. Ry.	137,659	105,000		18,024	[2] 14,635
887	Gr. Rap. & Ind. R. R.	1,010,358	545,722	166,053	80,405	[3] 218,178
888	Cin., Rich. & Ft. Way. R. R.	126,997	126,000		997	
889	Musk., Gr. Rap. & Ind. R. R.	37,753	37,500			[1] 253
890	Traverse Cy. R. R.	13,348	12,913			[4] 435
891	Pittsb., Cin., Chic. & St. L. Ry.	4,179,402	2,375,957	1,082,839	541,381	[5] 179,225
892	Chartiers Ry.	70,923	35,000		5,648	[6] 30,275
893	Chartiers Con. R. R.					
894	Englewood Con. Ry.					
895	Little Miami R. R.	266,945	75,000	172,916		[7] 19,029
896	Cols. & Xenia R. R.	2,886				[8] 2,886
898	Ohio Con. Ry.	71,242				[9] 71,242
899	Pittsb., Wheel. & Ky. R. R.	26,980	26,480			[10] 500
901	Pittsb. & Castle Shan. R. R.	17,285	12,000		2,901	2,384
902	Pittsb. & L. Erie R. R.	821,549	222,958	488,832	34,750	[4] 75,009
903	Pittsb., McKeespt. & Youghy. R. R.	251,253	225,000		24,619	[4] 1,634
905	Pittsb. & Moon Run R. R.					
907	Pittsb., Chartiers & Youghy. Ry.	36,692	34,400		2,292	
908	Pittsb., Marion & Chic. Ry.	24,885	23,760		1,125	
909	Pittsb., Shen. & L. Erie R. R.	136,965	118,671	11,075	7,219	
910	Meadv., Conneaut L. & Linesv. R. R.	8,000	8,000			
917	Salem R. R.	7,500	7,500			
919	T. Haute & Indpls. R. R. [11] [Line in Indiana.]	387,219	133,500	213,224	40,495	
922	Tionesta Vy. R. R.	2,560		600	1,960	
923	Cherry Grove R. R.	200				[10] 200
924	Sheff. & Spring Ck. R. R.	200				[10] 200
925	Tol. & Ohio Cent. Ry.	283,584	230,371		39,903	13,310
928	Tol., Ann Arb. & N. Mich. Ry.	469,560	385,995		36,245	[12] 47,320
906	Tol., Cols. & Cin. Ry. [13]	29,264	21,667		7,551	46
929	Tol., St. L. & Kans. Cy. R. R. [14] [Line in Indiana & Ohio.]	371,700	324,972		46,728	
930	Wabash R. R. [15] [Line east of Danville, Ill.]	1,070,930	843,698	75,500	138,948	[4] 12,784
933	Eel Riv. R. R.	3,325				[10] 3,325
935	Peru & Det. Ry.	4,500	4,500			
938	Wheel. & L. Erie Ry.	374,360	320,694		38,725	14,941
939	Tol. Belt Ry.					
940	Zanesv. & Ohio Riv. Ry.	128,054	122,564		4,923	567

[1] "Permanent improvements."
[2] Includes $11,535, "permanent improvements," and $3,100, "other deductions."
[3] Includes $109,417, "permanent improvements," and $58,149, "other deductions."
[4] "Other deductions."
[5] Includes $138,271, "permanent improvements," and $40,954, "other deductions."
[6] Includes $73, "salaries and maintenance of organization," and $12,781, "permanent improvements," and $17,421, "other deductions."
[7] Includes $10,527, "salaries and maintenance of organization," and $8,492, "other deductions."
[8] Includes $2,500, "salaries and maintenance of organization," and $386, "other deductions."
[9] Includes $25,000, "permanent improvements," and $13,242, "other deductions."
[10] "Salaries and maintenance of organization."
[11] See page 470, No. 919, for totals covering entire road.
[12] Includes $41,323, "other deductions."
[13] Report for four months ending October 31, 1892. Purchased by and merged in Tol. & Ohio Cent. Ry., November 1, 1892.
[14] Group figures assigned by this Office. See page 470, No. 929, for totals covering entire road.
[15] Group figures assigned by this Office. See page 470, No. 930, for totals covering entire road

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100 × Col. 2 / Col. 16	Proportion assignable to fixed charges. 100 × Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
6,350								883
								884
28,507								885
538,741	74.45	25.55	3.268	.54127	.886	1.01486	.73789	886
3,378,035	70.09	29.91	2.196	.63638	.657	1.07245	.85488	887
126,997								888
37,753								889
13,848								890
17,896,674	76.64	23.36	1.772	.66877	.557	1.12103	.95023	891
70,928								892
								893
								894
266,945								895
2,886								896
71,242								898
26,980								899
128,027	86.50	13.50	1.915	.38199	41.831	5.49962	.97951	901
3,993,504	79.42	20.58	2.833	1.33560	.423	2.07329	1.81190	902
251,253								903
25,556	100.00							905
153,617	76.11	23.89	3.009	.46300	.910	2.18454	1.31353	907
57,766	56.92	43.08	2.088	.32331	1.516	.96994	.64663	908
419,856	67.38	32.62	1.574	.45199	.476	.67632	.54783	909
8,000								910
14,469	48.16	51.84	6.648	.50345	5.914	.50125	.50178	917
2,056,933	81.18	18.82	2.352	.83917	.609	1.09095	.99143	919
38,614	93.37	6.63	11.101	.66124	2.041	1.15319	.84078	922
200								923
300								924
1,607,900	82.37	17.63	2.768	.61923	.360	.86336	.80259	925
1,314,301	64.28	35.72	2.446	.63558	.692	.91336	.80447	928
123,945	76.39	23.61	2.480	.79084	.620	1.39812	1.06728	906
1,592,025	76.65	23.35	2.277	.53431	.341	1.03729	.87363	929
5,774,900	81.46	18.54	1.750	.65199	.495	1.11589	.92776	930
2,325								933
4,500								935
1,383,743	72.94	27.06	2.095	.30452	.350	.75246	.60767	938
								939
242,258	47.14	52.86	2.573	.62005	1.443	1.07274	.77544	940

GROUP IV. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	Abbreviated name of road.	10	11	12	13	14	15
			EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
			Amount.	Designation.			
			Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
			Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Total—Group IV		17,766,691	11,518,435	3,280,851	1,159,988	[1] 1,807,417
	Charges against income from operation.		14,794,620	9,182,126	3,129,729	1,005,406	[1] 1,477,359
	Charges against income from lease of road.		2,972,071	2,336,309	151,122	154,582	[1] 330,058
942	Aberdeen & W. End R. R		157,034	3,000			[2] 154,034
945	Atl. & Danv. Ry		68,041			24,385	[2] 43,656
946	Atl. & N. C. R. R		29,149	19,500		6,920	[2] 2,729
947	Atl. Coast Line Assn		1,163,648	750,585	187,102	181,930	44,031
954	N. En. R. R. of S. C.: [3]						
955	Cent. R. R. of S. C.		18,200	18,000			[4] 200
959	Wilm. & Weldon R. R.: [3]						
960	Wilm., Col. & Aug. R. R.		96,000	96,000			
964	Col., Newb. & Laurens R. R.		47,933	42,360		3,953	[5] 1,620
176	Balt. & Ohio R. R. [6]		143,282		119,234	6,791	[7] 17,257
	[Line south of Harpers Ferry, W. Va.]						
967	Winch. & Strasb. R. R.						
968	Big Stone Gap & Powell's Vy. Ry.						
971	Cape Fear & Yad. Vy. Ry.		207,440	183,240	6,276	17,564	[7] 360
972	S. C. Pac. Ry		6,276	6,276			
973	Car., Knoxv. & Wn. Ry						
974	Car. Midl. Ry		33,102	26,580		3,016	3,506
975	Carthage R. R.		1,667		1,440	227	
979	Charleston & Sav. Ry		173,615	153,040		20,298	[7] 277
980	Ashley Riv. R. R.		3,290	2,680		305	[4] 305
981	Charleston, Cin., & Chic. R. R.		383,544	367,250			16,294
983	Charleston, Sumter & Nn. R. R.		156,878	124,920		17,616	[8] 14,342
984	Ches. & Ohio Ry. [9]		2,334,898	2,104,042	8,042	170,418	[10] 52,396
	[Line east of Huntington, W. Va.]						
985	Danv. & Wn. Ry		61,807	52,600		4,207	[7] 5,000
986	Danv., Mocksv. & S. Wn. R. R.		10,836			160	[11] 10,676
990	Farmv. & Powhatan R. R		25,491	[12] 19,200		4,035	2,256
991	Georget. & Wn. R. R		11,627	10,000		1,627	
993	Green Pond, Walterb. & Branchv. Ry.		1,657	1,050		607	
806	Kanawha & Mich. Ry. [13]		37,315	27,834		7,628	1,853
	[Line south of Ohio Riv.]						
1001	Norf. & Car. R. R.		82,192	66,000		10,311	5,881
1002	Norf. & Ocean V. R. R.		2,445	1,712		733	
1003	Norf. & Sn. R. R.		41,114	31,250		8,259	1,605
868	Norf. & Wn. R. R. [14]		2,816,249	2,434,736	92,109	201,090	88,314
	[Line south of Ohio Riv.]						
1007	Ohio Riv. R. R.		282,400	234,624	10,987	24,628	[15] 12,161

[1] See page 61 for analysis of this amount.
[2] "Permanent improvements."
[3] Report not filed; inserted to show relation of road following.
[4] "Salaries and maintenance of organization."
[5] Includes $150, "other deductions."
[6] Group figures assigned by this Office. See page 470, No. 176, for totals covering entire road.
[7] "Other deductions."
[8] Includes $8,370, "other deductions."
[9] See page 470, No. 984, for totals covering entire road.
[10] Includes $17,856, "other deductions."
[11] Includes $2,745, "other deductions."
[12] Excludes $263, charged to equipment.
[13] Group figures assigned by this Office. See page 470, No. 806, for totals covering entire road.
[14] See page 470, No. 868, for totals covering entire road.
[15] Includes $9,766, "other deductions."

E YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of perating expenses and ced charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
48,192,483								
45,220,412	67.28	32.72	2.314	.71081	.520	.93988	.84931	
2,972,071								
188,142	16.53	83.47						942
606,868	88.79	11.21	3.349	.35916	1.971	1.16016	.74485	945
114,778	74.60	25.40		.79823		.79805	.79816	946
3,904,942	70.20	29.80	2.690	.82879	.931	.94847	.88846	947
								954
18,200								955
								959
96,000								960
111,205	56.89	43.11		.67383		.67182	.67361	964
380,511	62.35	37.65	1.934	.48190	.618	.92680	.67490	176
								967
8,816	100.00							968
561,349	63.05	36.95	2.033	.52643	.837	.80499	.68095	971
6,276								972
10,287	100.00							973
85,901	61.46	38.54	8.064	.68902	3.192	.63623	.67125	974
9,102	81.80	18.20		.60400		.59936	.60053	975
643,642	73.03	26.97	2.639	.91667	.639	.87753	.90409	979
3,290								980
593,865	35.42	64.58	6.698	.98024	2.657	1.06846	1.02239	981
324,337	51.63	48.37	7.065	.87728	1.161	1.13598	1.00794	983
7,695,730	69.66	30.34	1.777	.80904	.336	1.00966	.94459	984
134,385	54.00	46.00	1.565	.66708	8.562	.66953	.66892	985
10,836								986
96,707	73.64	26.36	4.363	.27932	2.798	.98162	.60921	990
38,623	69.90	30.10	1.167	.24149	2.533	.91753	.53976	991
20,847	92.05	7.95	3.157	.85849	4.268	1.41142	1.27319	993
166,628	77.60	22.40	2.849	.53056	.504	.86397	.67526	806
362,770	77.35	22.65	3.272	.57037	1.002	1.26654	.95343	1001
14,116	82.68	17.32	1.354	.78602			.78602	1002
292,728	85.96	14.04	3.707	1.08438	1.226	2.56342	1.73418	1003
9,506,440	70.38	29.62	2.106	.59981	.353	.93430	.76498	868
785,081	64.03	35.97	2.015	.53470	.399	.84729	.64746	1007

GROUP IV. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	Abbreviated name of road.	11	12	13	14	15
		EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1011	Palmetto R. R	726			726	
481	Pennsylvania R. R.: [1]					
550	Phila., Wilm. & Balt. R. R.: [2]					
1013	Wash. Sn. Ry. (of Va.)	58,110	50,000			[3] 8,110
1015	Port Roy. & Aug. Ry. [4]	6,100	3,922		2,178	
1016	Pot., Fredsb. & Piedmont R. R	12,692	10,371		1,202	1,119
1017	Powellton & Pocahontas Ry	4,009		4,009		
1019	Rich. and Danv. R. R	3,948,044	822,415	2,432,080	83,973	[5] 609,576
1020	Ashev. & Spartanb. R. R	37,523	30,000		4,882	[6] 2,641
1021	Charl., Col. & Aug. R. R	313,111	205,000	58,822	30,775	[3] 18,514
1022	Atl., Tenn. & Ohio R. R	9,388	9,000			[7] 388
1023	Cheraw & Chester N. G. R. R	7,000	7,000			
1024	Chester & Lenoir N. G. R. R	18,250	18,250			
1025	Col. & Greenv. R. R	264,860	180,000	50,000	22,435	[8] 12,425
1026	Laurens Ry					
1027	Spartanb., Un. & Col. R. R	50,000	50,000			
1028	High Pt., Ran., Ashb. & Sn. R. R	25,247	24,120		815	[3] 312
1029	Milton & Sutherlin R. R					
1030	N. C. R. R					
1031	N. C. Midl. R. R	25,456	23,400		604	[3] 1,452
1032	N. Wn. N. C. R. R	96,685	90,000		3,698	[3] 2,987
1033	Oxf. & Clarksv. R. R	48,959	45,000		2,190	[3] 1,769
1034	Clarksv. & N. C. R. R. [9]	7,284	6,660		540	[3] 84
1035	Oxf. & Hend. R. R	12,412	11,700		467	[3] 245
1036	Piedmont R. R	60,000	60,000			
1037	Rich. & Mechlenb. R. R	22,504	18,900		3,101	[3] 503
1038	Rich., York Riv. & Ches. R. R	62,000	62,000			
1039	State Univ. R. R					
1040	Statesv. & Wn. R. R	18,501	18,000		387	[3] 114
1041	Va. Midl. Ry	794,269	651,150	42,300	48,938	[10] 51,881
1043	Frank. & Pittsylv. R. R	7,000	7,000			
1044	Wash., Ohio & Wn. R. R	52,160	40,000		5,773	[3] 6,387
1045	Wn. N. C. R. R	338,333	231,360		20,596	[3] 86,377
1046	Yadkin R. R	38,239	36,900		1,039	[3] 300
1047	Rich. Fredsb. & Pot. R. R	60,061	59,141			920
1048	Potomac R. R	7,303	7,303			
1049	Rich., Fredsb. & Pot. & Rich. & Petersb. R. R. Con. Co.	968			358	[11] 610
1054	Seaboard & Roanoke R. R	331,309	140,735	16,250	26,897	[3] 147,427
1055	Roanoke & Tar Riv. R. R	15,600	15,600			
1056	Car. Cent. R. R	145,685	120,000		14,767	[12] 10,918
1057	Wilm. Ry. Brg. Co	14,510	14,510			
1059	Ral. & Gaston R. R	219,223	80,000		1,154	[3] 138,069
1061	Durham & Nn. Ry	10,623	9,000		1,623	
1062	Ga., Car. & Nn. Ry. (lessee)	172,611		146,199	26,412	
	Ga., Car. & Nn. Ry. (lessor)	390,805	268,000			[13] 122,805
1063	Seaboard Air Line Belt R. R. [14]					
1064	Ral. & Aug. Air Line R. R	65,487	60,000		5,487	
1066	S. Atl. & Ohio R. R	130,441	116,762		12,966	[3] 713
1067	S. Bound R. R	132,039	101,940		11,868	[3] 18,231

[1] Inserted to show relation of two roads following.
[2] Inserted to show relation of road following.
[3] "Other deductions."
[4] Report of Receiver for period, April 26 to June 30, 1893.
[5] Includes 129,921, "other deductions."
[6] Includes $50, "salaries and maintenance of organization," and $2,591, "other deductions."
[7] Includes $60, "permanent improvements."
[8] Includes $1,008, "salaries and maintenance of organization," and $11,417, "other deductions."
[9] Report for eight months ending June 30, 1893.
[10] Includes $300, "salaries and maintenance of organization," and $51,581, "other deductions."
[11] Includes $606, "salaries and maintenance of organization" and $4, "other deductions."
[12] Includes $3,996 "other deductions."
[13] Includes $432, "salaries and maintenance of organization."
[14] Report for period, July 28 1892, to June 30, 1893.

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	2	22	23	
SUMMARY AND DEDUCTIONS.								
Total of perating expenses and xed charges. Cols. 2+11	Proportion assignable to operation. 100× Col. 2 / Col. 16	Proportion assignable to fixed charges. 100 × Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
12,304	94.10	5.90	6.857	1.00083	9.508	1.02139	1.01626	1011
								481
								550
58,110								1013
34,787	82.47	17.53	2.275	.45072	5.211	1.23209	.73189	1015
33,747	62.39	37.61	3.030	.80937	2.673	.73910	.75550	1016
22,981	82.56	17.44						1017
11,186,516	64.71	35.29	2.140	.75440	.933	1.02886	.90941	1019
37,528								1020
313,111								1021
9,288								1022
7,000								1023
18,250								1024
264,860								1025
								1026
50,000								1027
25,247								1028
								1029
								1030
25,456								1031
96,685								1032
48,959								1033
7,284								1034
12,412								1035
60,000								1036
22,504								1037
62,000								1039
								1038
18,501								1040
794,269								1041
7,000								1043
52,160								1044
338,333								1045
38,289								1046
557,494	89.23	10.77	1.659	.32192	.758	.88016	.95170	1047
7,303								1048
968								1049
825,607	59.87	40.13	3.713	.83943	1.077	1.49427	1.28143	1054
15,600								1055
543,205	73.18	26.82	3.930	.88148	1.679	.87385	.87689	1056
14,510								1057
545,834	59.84	40.16	3.980	.94185	2.774	1.01310	.98148	1059
46,689	77.25	22.75	4.648	.64595	1.468	.64812	.64708	1061
718,540	75.98	24.02	4.683	.69164	2.061	.82949	.75151	1062
390,305								
								1063
305,365	78.56	21.44	2.845	.65270	1.014	.75958	.69510	1064
216,957	39.87	60.13						1066
307,787	57.10	42.90	4.461	.43259	1.126	.86909	.57823	1067

GROUP IV. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1068	S. C. Ry	490,815	374,435	18,750	48,787	[1] 48,843
1069	Car., Cumb. Gap & Chic. R. R.	1,390	.....	.....	1,358	[2] 32
1070	Suffolk & Car. Ry	14,457	8,400	.....	1,198	[3] 4,859
1071	Suffolk Lum. Co.'s R. R.[4]	.....	.....	.....	.....	.....
1076	Vy. R. R. (of Va.)	47,727	45,000	.....	2,727	.....
1079	W. Va. & Pittsb. R. R.	204,522	189,437	.....	12,663	[3] 2,422
1080	W. Va. Cent. & Pittsb. Ry	310,069	177,045	87,251	19,875	[5] 25,898
1081	Piedmont & Cumb. Ry	40,152	32,500	.....	6,161	[6] 1,491
1082	Wheel. Brg. & Term. Ry	220,644	210,000	.....	10,644	.....
1084	Wilm., Onslow & E. Car. R. R.	2,051	.....	.....	2,051	.....
1086	Winifrede R. R	2,757	.....	.....	1,965	792

[1] Includes $11,889, "permanent improvements," and $1,624 "other deductions."
[2] "Permanent improvements." [3] "Other deductions."
[4] Private lumber road. [5] Includes $18,351, "other deductions."
[6] Includes $600 "salaries and maintenance of organization," and $891 "other deductions."

YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
1,462,563	66.46	33.54	2.803	.84985	.669	1.04598	.94213	1063
1,890	.....	.....	.....	.....	.....	.....	.....	1069
57,845	75.01	24.99	3.735	1.00107	2.574	1.00107	1.00107	1070
14,781	100.00	.....	.....	.....	.....	.....	.....	1071
172,441	72.32	27.68	.....	.....	.....	.....	.90240	1076
393,054	47.96	52.04	2.693	.55298	1.149	.67539	.61090	1079
758,932	59.14	40.86	3.114	.63742	.436	1.09796	.91784	1080
40,152	.....	.....	.....	.....	.....	.....	.....	1081
272,197	18.94	81.06	2.685	.23170	.....	.....	.23170	1082
40,576	94.95	5.05	2.152	.60977	3.654	.58314	.59177	1084
32,350	91.48	8.52	1,708	.....	1.692	.....	2.62619	1086

GROUP V. TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	Abbreviated name of road.	10	11	12	13	14	15
			EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
			Amount.	Designation.			
			Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
			Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Total—Group V		31,178,350	21,002,677	5,838,902	2,418,835	[1] 1,917,936
	Charges against income from operation.		26,234,384	16,449,169	5,838,902	2,219,976	[1] 1,726,337
	Charges against income from lease of road.		4,943,966	4,553,508		198,859	[1] 191,599
1088	Abbeville & Waycross Ry		2,752	852		700	[2] 1,200
1089	Ala. & Vicksb. Ry		145,953	121,497		24,043	413
1090	Ala. Gt. Sn. R. R		406,468	275,685		64,500	[2] 66,283
1091	Ala. Midl. Ry		247,653	184,000		25,354	38,299
1098	Atlanta & W. Pt. R. R		88,735	73,932		14,803	
1102	Birm. & Atl. R. R		26,995	24,000		2,995	
1104	Birm., Selma & N. O. Ry		1,172			1,016	156
1105	Birm., Sheff. & Tenn. Riv. Ry		193,224	148,750		15,353	[3] 29,121
1111	Bruns. & Wn. R. R		156,161	120,000		13,671	[4] 22,490
1115	Cent. R. R. & Bkg. Co. of Ga		1,844,622	1,607,180	73,000	164,442	
1117	Eatonton Brh. R. R						
1118	Mobile & Girard R. R						
1122	S. Wn. R. R. (of Ga.)						
1125	Chatt. Sn. Ry		93,104	86,400		104	6,600
1127	Ches. & Nashv. Ry		4,941			3,280	[5] 1,661
984	Ches. & Ohio Ry. [6] [Line west of Huntington, W. Va.]		723,450	630,817		79,170	[7] 13,463
1128	Ky. & S. Atl. Ry		7,373	5,500		614	[2] 1,259
1131	Cin. & Ky. Sn. R. R						
1132	Cin., N. O. & Tex. Pac. Ry		1,275,189	12,901	1,012,000	111,000	[8] 139,288
1133	Cin. Sn. Ry		1,257,077	1,245,077			[9] 12,000
1135	Cols. Sn. Ry		57,117	54,375		2,742	
1138	Dover & Statesboro R. R. [10]						
1140	E. & W. R. R. of Ala		54,211			2,222	51,989
1141	E. Tenn. & Wn. N. C. R. R		18,295	15,000		2,908	[2] 387
1142	E. Tenn., Va. & Ga. Ry. [11]		2,241,306	1,920,910		212,076	[12] 108,320
1144	Knoxv. & Ohio R. R		120,153	120,000		152	
1146	Memph. & Charleston R. R		467,394	379,410		54,811	[2] 33,173
1147	En. Ky. Ry		3,623			2,700	923
1150	Fla. Cent. & Penin. R. R		374,230	232,563		66,000	[2] 75,667
1151	E. Fla. & Atl. R. R						
1154	Gadsden & Attalla Un. Ry. [13]						
1156	Georgia R. R		632,637	[14]	600,000	32,637	
1157	Ga. R. R. & Bkg. Co		187,309	148,000		30,944	[2] 8,365
1158	Gainesv., Jeff. & Sn. R. R		25,345	24,800		545	
1159	Un. Pt. & White Plains R. R		4,289	4,200		89	
1161	Ga. Midl. & Gulf R. R		107,957	92,520		15,437	
1162	Ga. Sn. & Fla. R. R		291,341	205,200		9,693	[15] 76,448
1167	Gulf & Chic. R. R		2,317			2,317	

[1] See page 61, for analysis of this amount.
[2] "Other deductions."
[3] "Permanent improvements."
[4] Includes $16 "other deductions."
[5] Includes $1,624 "permanent improvement" and $37 "other deductions."
[6] See page 470, No. 984, for totals covering entire road.
[7] Includes $628 "other deductions."
[8] Includes $104,288 "permanent improvement" and $35,000 "other deductions."
[9] "Salaries and maintenance of organization."
[10] Report of Receiver for period, February 12 to June 30, 1893.
[11] Report of Receivers for period, June 25 1892 to June 30, 1893.
[12] Includes $6,450 "other deductions."
[13] Report for five months ending June 1, 1893.
[14] "Interest" included with principal of car trust obligations.
[15] Includes $37,141 "permanent improvement" and $39,307 "other deductions."

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
89,499,602								
84,555,636	68.97	31.03	2.581	.80066	.639	1.03269	.94016	
4,943,966								
11,152	75.32	24.68						1088
603,978	75.84	24.16	2.394	1.01343	.917	1.68311	1.37106	1089
1,827,770	77.76	22.24	2.213	.81769	.528	1.07898	.99007	1090
790,514	68.67	31.33	3.812	1.01233	1.244	1.08543	1.05660	1091
389,491	77.22	22.78	2.239	.57742	1.037	1.39690	.81306	1098
60,684	55.52	44.48	7.621	.67423	4.892	.60047	.62510	1102
20,650	94.32	5.68	4.244	1.18101	9.707	1.31500	1.26700	1104
368,736	47.60	52.40		.19424		.31972	.87866	1105
593,913	73.71	26.29	4.040	.81377	.632	1.04688	.92235	1111
6,831,923	73.00	27.00	4.203	.94351	.963	1.04500	1.00098	1115
								1117
								1118
								1123
177,756	47.62	52.38						1125
45,957	89.24	10.76	3.348	1.63347	2.303	1.60634	1.61304	1127
2,412,403	70.01	29.99	1.533	.73378	.354	.94245	.86325	984
21,444	65.62	34.38	3.228	.33334	7.262	.78891	.56058	1128
16,186	100.00							1131
4,320,286	70.48	29.52	1.773	.70856	.576	1.17459	1.02134	1132
1,257,077								1133
130,735	56.31	43.69	3.957	.64369	8.272	.70420	.66628	1135
								1138
158,826	65.87	34.13	3.592	.31055		1.18209	.61844	1140
78,424	76.67	23.33	3.928	.93177	3.525	.93177	.93177	1141
6,295,488	64.40	35.60	2.151	.61683	.597	1.01499	.84399	1142
479,622	74.95	25.05	2.779	.83880	.617	1.08594	1.02159	1144
1,639,115	71.49	28.51	2.129	.76226	.676	1.01434	.91643	1146
52,989	93.16	6.84	4.753	.81907	3.171	.81537	.81629	1147
1,507,165	75.17	24.83	3.684	1.10219	.680	1.10944	1.10575	1150
9,042	100.00							1151
2,020	100.00							1154
1,702,741	62.85	37.15	2.255	.61729	.910	.86775	.76205	1156
187,309								1157
64,057	60.43	39.57	4.666	.92159	3.642	.61273	.68994	1158
12,138	64.67	35.33	6.624	.62116	13.283	.41412	.46588	1159
244,135	55.78	44.22	2.602	.53620	.938	.79900	.65920	1161
931,693	68.73	31.27	3.166	.74949	.684	.82326	.78384	1162
34,870	93.36	6.64	2.597	.77370	15.942	.66557	.69261	1167

GROUP V. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1171	Hartwell R. R. [1]					
	Hartwell R. R. [2]	2,425	2,000		269	[2] 156
1173	Ill. Cent. R. R. [4]	1,840,255		1,648,750	191,505	
	[Line south of Cairo, Ill.]					
1174	Cant., Aberd. & Nashv. R. R.	100,008	87,500			[5] 12,508
1175	Chic., St. L. & N. O. R. R.	1,248,750	1,217,840			[2] 30,910
1176	Yazoo & Miss. Vy. R. R.	744,487	588,853		34,353	[6] 121,281
1177	Indn. Spgs. & Flovilla R. R.	700				700
1181	Jacksonv., Tampa & Key W. Ry.	416,791	280,370		36,384	[7] 100,037
1182	Fla. Sn. R. R.	241,023	167,112		17,097	[8] 56,814
1586	Kans. Cy., Ft. Scott & Memph. R. R.: [9]					
1186	Kans. Cy., Memph. & Birm. R. R.	157,041	104,077		40,964	[2] 12,000
1190	Ky. Un. Ry					
1194	Knoxv., Cumb. Gap & Louisv. R. R.	184,318	75,000		6,637	[10] 102,681
1197	Louisv. & Nashv. R. R. [11]	6,317,280	3,933,978	2,018,970	364,332	
	[Line south of Ohio Riv.]					
1198	Ala. Minl. R. R.	138,994	126,000		12,994	
1199	Birm. Minl. R. R.	216,402	191,357		25,045	
1200	Elkton & Guthrie R. R.	2,009	1,750		259	
1201	Glasgow R. R.					
1202	Louisv. Ry. Tr. Co.	28,390	22,880		5,510	
1203	Mammoth Cave R. R.	1,000			252	[12] 748
1204	Mobile & Montg. Ry.	213,293	176,640		36,653	
1205	Nashv. & Dec. R. R.	170,730	147,000		23,730	
1206	Nashv., Flor. & Sheff. Ry.	131,666	104,800		6,292	20,574
1207	Nn. Div. Cumb. & Ohio R. R.	19,486	17,500		986	[13] 1,000
1208	Owensboro & Nashv. Ry.	80,261	72,000		8,261	
1209	Shelby R. R.	21,793	3,000		1,230	[14] 17,563
1210	S. & N. Ala. R. R.	669,944	558,414		39,082	72,448
1211	Sn. Div. Cumb. & Ohio R. R.	26,995	21,000		1,490	[15] 4,505
1212	Hend. Brg. Co.	197,789	120,000			[2] 77,789
1213	Newpt. & Cin. Brg. Co.	80,852	77,000		3,852	
1215	Louisv. Brg. Co.					
1172	Louisv., N. O. & Ter. Ry. [16]	319,994	219,759		61,985	[17] 38,250
1227	Mobile & Birm. Ry.	22,950			11,458	[2] 11,492
1228	Mobile & Ohio R. R. [18]	926,827	837,209		65,538	24,080
	[Line south of Cairo, Ill.]					
1231	Nashv. & Knoxv. R. R.	64,377	60,030		4,347	
1232	Nashv., Chatt. & St. L. Ry.	1,505,612	891,915	420,012	120,416	[19] 73,269
1235	N. O. & N. En. R. R.	403,300	369,700		33,600	

[1] Report of Receiver for seven months ending June 30, 1893.
[2] "Other deductions."
[3] Report for five months ending November 30, 1892.
[4] See page , No. 1173, for totals covering entire road.
[5] Includes $8, "other deductions."
[6] Includes $86,974, "other deductions."
[7] Includes $86,391, "other deductions."
[8] Includes $56,813, "other deductions."
[9] Inserted to show relation of road following.
[10] Includes $71,027, "other deductions."
[11] See page 470, No. 1197, for totals covering entire road.
[12] Includes $90 "salaries and maintenance of organization," and $659, "other deductions."
[13] "Salaries and maintenance of organization."
[14] Includes $1,366, "salaries and maintenance of organization," and $16,197, "other deductions."
[15] Includes $263, "other deductions."
[16] Report for four months ending October 31,1892. Consolidated with Yazoo & Miss. Vy. R. R., October 31, 1892.
[17] Includes $14,757, "other deductions."
[18] See page 470, No. 1228, for totals covering entire road.
[19] Includes $10,699, "permanent improvements."

t ENDING JUNE 30, 1893—Continued.

).—*Summary of Operating Expenses and Fixed Charges*—Continued.

	17	18	19	20	21	22	23	
	SUMMARY AND DEDUCTIONS.							
ex-d es.	Proportion assignable to operation. 100×Col. 2 / Col. 16.	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
	Per cent.	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
31	100.00							1171
25								
03	69.59	30.41	3.115	.85639	.710	.99458	.94801	1173
08								1174
50								1175
35	68.43	31.57	2.587	.82731	.500	1.01422	.93956	1176
50	44.00	56.00						1177
18	56.14	43.86	3.211	1.01691	1.112	1.10455	1.05515	1181
72	61.84	38.16	6.252	.98483	2.014	1.08214	1.02822	1182
								1586
68	85.80	14.20	3.169	.92822	.603	.96936	.95234	1186
72	100.00							1190
53	49.14	50.86	5.591	.67320	1.190	1.23679	.92178	1194
45	68.69	31.31	1.973	.77526	.617	1.10035	.98312	1197
94								1198
02								1199
09								1200
								1201
90								1202
00								1203
93								1204
30								1205
66								1206
86								1207
61								1208
93								1209
44								1210
95								1211
84	6.30	93.70	.460	.21436	.106	.19423	.20005	1212
72	15.22	84.78						1213
36	100.00							1215
19	72.62	27.38	3.592	1.00898	.785	1.24589	1.13702	1172
89	93.40	6.60	5.137	.70172	.984	.98465	.33916	1227
63	62.49	37.51	3.421	.81473	.498	1.01182	.94026	1228
97	41.53	58.47	2.315	1.44564	3.566	.96376	1.08423	1231
17	67.59	32.41	2.365	.83242	.610	.86837	.85535	1232
64	74.14	25.86	2.303	.80058	.699	1.38381	1.17826	1235

GROUP V. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+13+14×15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1236	Newpt. News & Miss. Vy. Co.: [1]					
1237	Ches., Ohio & S. Wn. R. R	910,666	680,176	60,000	66,633	[2] 103,857
1238	Hodgenv. & Elizabetht. Ry	7,720	7,500		220	
1239	Ohio Vy. Ry	143,787	112,872	6,170	8,207	[3] 16,538
1242	Troy & Tiptonv. R. R	3,177	2,760		55	363
1243	Oconee & Wn. R. R. [4]					
1244	Orange Belt Ry					
1019	Rich. & Danv. R. R.: [5]					
1254	Atlanta & Charl. Air Line Ry	381,500	377,500			[6] 4,000
1255	Roswell R. R	2,782	2,450		318	[3] 14
1256	Elberton Air Line R. R	12,894	10,500		1,837	[3] 557
1257	Lawrencev. Brh. R. R	2,426	2,100		290	[3] 36
1258	N. En. R. R. (of Ga.)	27,832	18,200		3,417	[3] 6,125
1259	Ga. Pac. Ry	856,012	656,225		72,218	[3] 127,569
1265	Salt Spgs. & Bowden Lithia R. R.					
1266	Sandersv. & Tennille R. R	679	522		157	
1267	Sav., Amer. & Montg. Ry	293,187	260,980		32,207	
1269	Sav., Fla. & Wn. Ry	583,856	431,864		73,698	[3] 78,294
1273	S. Bruns. Term. R. R					
1274	S. Fla. R. R	301,838	159,840		27,994	114,004
1279	Talbotton R. R	2,113	1,500		433	180
1285	Tuskegee R. R. [7]	356			356	
1288	Wn. Ry. of Ala	89,390	69,435		19,955	

[1] Report not filed; inserted to show relation of four roads following.
[2] Includes $10,667, "other deductions."
[3] "Other deductions."
[4] Report for period, October 11, 1892, to June 30, 1893.
[5] Inserted to show relation of six roads following.
[6] "Salaries and maintenance of organization."
[7] Partnership company.

HE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
								1236
2,496,418	63.52	36.48	2.611	.71561	.484	.73292	.72700	1237
17,536	55.98	44.02	.....	.....	.....	.....	.....	1238
502,884	71.41	28.59	3.524	.91161	1.175	1.13623	1.02579	1239
7,897	59.72	40.28	.....	.....	.....	.....	.....	1242
.....	.....	.....	.....	.....	.....	.....	.....	1243
126,320	100.00	.....	9.745	.50200	2.731	.71100	.55700	1244
								1019
381,500	.....	.....	.....	.....	.....	.....	.....	1254
2,782	.....	.....	.....	.....	.....	.....	.....	1255
12,894	.....	.....	.....	.....	.....	.....	.....	1256
2,426	.....	.....	.....	.....	.....	.....	.....	1257
27,832	.....	.....	.....	.....	.....	.....	.....	1258
2,455,641	65.14	34.86	2.719	.69980	.624	.98026	.88295	1259
1,200	100.00	.....	4.364	.17143	.....	.....	.17143	1265
6,451	89.48	10.52	2.828	.61302	3.278	.61302	.61302	1266
772,186	62.02	37.98	.....	.94483	.....	.94478	.94461	1267
2,498,355	76.63	23.37	3.503	.98317	.699	1.07127	1.02529	1269
.....	.....	.....	.....	.....	.....	.....	.....	1273
825,515	63.44	26.56	3.904	.94851	1.277	.94989	.94909	1274
7,549	72.01	27.99	.....	.....	.....	.....	.....	1279
5,869	93.94	6.06	6.000	.78644	10.691	.30324	.42404	1285
447,784	80.04	19.96	2.854	.73773	1.057	1.41349	.95840	1288

GROUP VI. TABLE IV.—GENERAL EXPENDITURES F

B.—*Fixed Charges*—Continued.

No.	10 Abbreviated name of road.	11 EXPENDITURE ASSIGNABLE TO FIXED CHARGES. Amount. Cols. 12+13+14+15.	12 Designation. Interest.	13 Rents.	14 Taxes.	15 Miscellaneous.
	Total—Group VI	*Dollars.* 74, 535, 564	*Dollars.* 49, 871, 967	*Dollars.* 11, 547, 721	*Dollars.* 8, 213, 716	*Dollars.* [1] 4, 902, 160
	Charges against income from operation.	64, 557, 105	41, 890, 016	10, 704, 379	8, 151, 584	[1] 3, 811, 126
	Charges against income from lease of road.	9,978,459	7,981,951	843,342	62,132	[1]1,091,034
1292	Abbotaf. & N. En. R. R	6, 796	6, 720		76	
1295	Atch., Top. & S. Fé R. R. [2] [Line east of Kansas City, Mo.]	947, 889	701, 870		167, 905	[3] 78, 114
1296	Belt Ry. of Chic	183, 696		134, 873	48, 000	823
1297	Black H. & Ft. Pierre R. R	4, 449			4, 449	
1299	Burl. & N. Wn. Ry	24, 880	16, 400	4, 672	1, 580	[4] 2, 228
1300	Burl. & Wn. Ry	47, 063	39, 984		2, 064	[4] 5, 015
1301	Burl., Cedar Rap. & Nn. Ry	972, 050	800, 680	14, 000	118, 752	[4] 38, 618
1302	Cedar Rap. & Clinton Ry					
1303	Cedar Rap., Io. Falls & N. Wn. Ry.					
1304	Chic., Deco. & Minn. Ry					
1305	Io. Cy. & Wn. Ry					
1307	Calumet & Blue I. Ry	221, 481	18, 000		3, 481	[4] 200, 000
1310	Chic. & Alt. R. R	1, 657, 649	716, 638	674, 463	266, 548	
1311	Joliet & Chic. R. R	750				[5] 750
1312	Kans. Cy., St. L. & Chic. R. R. [6] [Line east of Missouri Riv.]	72,751	71,988			[5] 763
1313	La. & Mo. Riv. R. R	121,468	115,220			[7] 6,248
1314	Miss. Riv. Brg. Co	49,370	35,370			[5] 14,000
1316	Chic. & Calumet Term. Ry	61, 713	50, 000		9, 104	2, 609
1317	Chic. & En. Ill. R. R	1, 328, 406	902. 097	221, 071	194, 319	10, 919
1319	Evansv., T. Haute & Chic. Ry	75,000	75,000			
1320	Ind. Block Coal R. R	11,000	10,500			[5] 500
1321	Chic. & Wn. Ind. R. R	761,901	626,972			[4] 135,929
1322	Chic. & Kenosha Ry	106, 358	6, 000		358	[4] 100, 000
1323	Chic. & N. Wn. Ry	7, 411, 193	6, 196, 739		1, 014, 254	[4] 200, 200
1327	Sioux Cy. & Pac. R. R	213, 980	195, 379		18, 601	
1328	Chic. & Ohio Riv. R. R	7, 099	4, 794		2, 305	
1329	Chic. & S. En. Ry. (of Ill.)	13, 008	12, 000		1, 008	
1330	Chic., Burl. & Kans. Cy. Ry	68, 269		6, 863	12, 147	[5] 49, 259
1331	Chic., Burl. & Nn. R. R. of Wis. and Minn.	794, 035	680, 925		89, 509	[4] 23, 601
1333	Chic., Burl. & Quin. R. R. [8] [Line east of Missouri Riv.]	3, 771, 795	2, 524, 808	42, 000	795, 686	[4] 409, 301
1334	Quin., Alt. & St. L. R. R	42,000	42,000			
1335	Kans. Cy., St. Jos. & Coun. Bluffs R. R.	458, 025	389, 497	25, 070	40, 699	2, 759
1337	Chic., Ft. Mad. & Des M. Ry	46, 638	45, 375		1, 263	
1338	Chic. Gt. Wn. Ry	384, 704	260, 400	16, 304	108, 000	
1339	Chic., St. P. & Kans. Cy. Ry					
1342	Chic., Milw. & St. P. Ry	8, 145, 006	7, 065, 216		1, 058, 320	21, 470
1344	Chic., Rock I. & Pac. Ry. [10] [Line eastof Missouri Riv.]	2, 143, 624	1, 251, 703	425, 799	465, 952	[4] 170
1345	Des M. & Ft. Dodge R. R	106,958	104,880			[11] 2,078
1346	Keokuk and Des M. Ry	187,613	187,500			[5] 113
1347	Peoria & Bureau Vy. R. R	1,277				[5] 1,277

[1] See page 61, for analysis of this amount.
[2] Group figures assigned by this Office. See page 470, No. 1295, for total covering entire road.
[3] Includes $71,783, "other deductions."
[4] "Other deductions."
[5] "Salaries and maintenance of organization."
[6] Group figures assigned by this Office. See page 470, No. 1312, for totals covering entire road.
[7] Includes $2,202, "salaries and maintenance of organization."
[8] Includes $59 "other deductions."
[9] Group figures assigned by this Office. See page 470, No. 1333, for totals covering entire road.
[10] Group figures assigned by this Office. See page 470, No. 1344, for totals covering entire road.
[11] Includes $628, "salaries and maintenance of organization."

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100 × Col. 2 / Col. 16	Proportion assignable to fixed charges. 100 × Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
233,642,071								
223,663,612	71.14	28.86	2.003	.82468	.604	.96713	.91632	
9,978,459								
16,836	59.64	40.36			3.590	.66931	.66931	1292
3,759,813	74.79	25.21	1.655	.74177	.555	.80706	.78627	1295
766,584	76.04	23.96						1296
138,520	96.79	3.21	39.093	1.58500	3.991	2.79416	2.22431	1297
70,360	64.64	35.36		1.95801		1.97553	1.96682	1299
130,921	64.05	35.95		.58661		.59735	.59221	1300
4,102,907	76.31	23.69	2.696	.77467	.735	.84616	.82293	1301
								1302
								1303
								1304
								1305
630,527	64.87	35.13			.233	.87698	.87698	1307
6,924,816	76.06	23.94	1.484	.86849	.579	.91509	.89704	1310
750								1311
72,751								1312
121,468								1313
49,870								1314
241,234	74.42	25.58						1316
4,124,402	67.79	32.21	1.320	.77035	.358	126,559	1.08690	1317
75,000								1319
11,000								1320
761,900								1321
122,328	13.05	86.95						1322
28,702,931	74.18	25.82	1.659	.77187	.657	.87724	.84200	1323
603,100	64.52	35.48	2.172	.92205	1.047	1.28363	1.07419	1327
63,019	88.74	11.26	3.597	.74620	.997	.76470	.76002	1328
69,982	81.40	18.60					.65884	1329
366,619	81.38	18.62	3.566	.73062	.983	.73071	.73068	1330
2,434,313			2.474	.94067	.368	.95970	.94065	1331
17,366,135	67.38	32.62	2.139	.96240	.508	.83240	.87500	1333
42,000								1334
1,647,359	72.20	27.80	3.090	1.02869	.498	1.12875	1.02871	1335
94,879	50.56	49.44	7.391	.48855	1.990	.48870	.48859	1337
4,630,817	91.69	8.31	2.760	.84199	.629	1.03998	.97514	1338
								1339
29,803,338	72.66	27.34	2.100	.81821	.647	.98835	.93209	1342
12,166,813	82.38	17.62	1.790	.86430	.696	.86430	.86430	1344
196,958								1345
137,612								1346
1,977								1347

GROUP VI. TABLE IV.—GENERAL EXPENDITU

3.—*Fixed Charges*—Continued.

No.	10 Abbreviated name of road.	11 EXPENDITURE ASSIGNABLE TO FIXED CHARG Amount. Cols. 12+13+14+15	12 Designation. Interest.	13 Rents.	14 Taxes.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1348	Chic., St. P., Minneap. & Om. Ry. [1] [Line east of Missouri Riv.]	1,481,048	1,179,333	.....	301,715
1351	Chippewa Riv. & Menomonie Ry	24,120	.....	.....	120
758	Clev., Cin., Chic. & St. L. Ry. [3] [Line west of Terre Haute, Ind.]	813,505	687,489	.....	102,802
1352	Kank. & Seneca Ry	51,547	39,000	.....	12,547
767	Peoria & En. Ry. [5] [Line west of Danville, Ill.]	210,011	150,380	.....	24,690
1354	Crooked Ck. R. R. & Coal Co	1,942	.....	.....	1,942
1356	Des M. & Kans. Cy. Ry	4,183	.....	.....	4,183
1357	Des M. Nn. & Wn. Ry	108,178	99,867	.....	8,311
1358	Des M. Un. Ry	48,374	27,600	.....	[8]29,975
1360	Duluth & Iron Range R. R.	481,412	438,347	.....	2,259
1361	Duluth & Winn. R. R	2,259	.....	.....	904
1364	Duluth, Missabe & Nn. Ry	72,904	72,000	.....	1,078
1366	Duluth, Red Wing & Sn. R. R.	17,795	16,717	.....	42,880
1367	Duluth, S. Shore & Atl. Ry	885,269	809,381	.....	27,384
1370	E. St. L. Con. Ry	51,849	.....	.....	43,051
1371	Elgin, Joliet & En. Ry	343,652	296,329	.....	
780	Evansv. & T. Haute R. R.: [8]				
1372	Peoria, Dec. & Evans. Ry	341,512	272,858	.....	40,725
1375	Fulton Co. N. G. Ry	35,648	33,880	.....	1,768
1376	Gr. Tower & Carb. R. R	25,023	22,500	.....	2,482
1377	Gr. Tower & Cape Gir R. R	20,138	18,375	.....	1,763
1378	Gt. Nn. Ry. [10] [Line east of Minot, N. Dak.]	3,652,336	.....	3,337,202	315,134
1379	Minneap. Un. Ry	**163,248**	**161,500**	.....	.....
1380	St. P., Minneap. & Manit. Ry. [12] [Line east of Minot, N. Dak.]	**2,162,052**	**2,157,748**	.....	.....
1381	Duluth, Watert. & Pac. Ry	87,396	82,500	.....	4,896
1382	Willmar & Sioux Falls Ry	153,229	142,188	.....	11,041
1383	En. Ry. Co. of Minn	358,043	235,000	82,921	40,122
1384	Duluth Term. Ry	10,220	10,220	.....	.....
1386	Green Bay, Win. & St. P. R. R	121,269	112,850	4,900	3,519
1387	Green Bay, Stev. Pt. & Nn. R. R.	**4,900**	**4,900**	.....	.....
1388	Kewaunee, Green Bay & Wn. R. R.	19,064	18,900	.....	164
1389	Hann. & St. Jos. R. R	523,724	480,000	6,000	37,724
1390	Quin. R. R. Brg. Co	.....	.....	.....	.....
1392	Humeston & Shen. R. R	18,064	.....	10,000	8,064
1173	Ill. Cent. R. R. [13] [Line north of Cairo, Ill.]	3,832,333	2,077,425	732,914	833,391
1393	Blue I. R R	**5,000**	**5,000**	.....	.....
1394	Chic. & Springf. R. R	.....	.....	.....	.....
1395	Chic., Havana & Wn. R. R	**125,000**	**125,000**	.....	.....
1396	Chic., Mad. & Nn. R. R	**843,500**	**843,500**	.....	.....
1397	Dubq. & Sioux Cy. R. R	**658,440**	**545,070**	**113,370**	.....
1398	Cedar Falls & Minn. R. R	**97,340**	**96,390**	.....	.....
1399	Kank. & S. Wn. R. R	.....	.....	.....	.....

[1] Group figures assigned by this Office. See page 470, No. 1348, for totals covering entire
[2] "Permanent improvements."
[3] Group figures assigned by this Office. See page 470, No. 758, for totals covering entire r
[4] Includes $6,255, "other deductions."
[5] Group figures assigned by this Office. See page 470, No. 767, for totals covering entire ro
[6] Includes $34,844, "permanent improvements," and $97, "other deductions."
[7] "Other deductions."
[8] Inserted to show relation of road following.
[9] Includes $8,000, "permanent improvements."
[10] See page 470, No. 1378, for totals covering entire road.
[11] "Salaries and maintenance of organization."
[12] Group figures assigned by this Office. See page 470, No. 1380, for totals covering entire roa
[13] See page 470, No. 1173, for totals covering entire road.
Includes $171,285, "other deductions."

E YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of perating expenses and ted charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 9 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
7,193,307	79.41	20.59	2.804	1.11955	.696	1.14101	1.13323	1348
75,298	67.97	32.03			3.275	1.96840	1.96840	1351
2,846,689	71.42	28.58	2.186	.89874	.624	.94887	.92918	758
127,467	59.56	40.44	5.053	1.35355	.682	1.17546	1.21998	1352
615,952	65.91	34.09	2.710	.86775	.644	.95469	.91849	767
19,073	89.82	10.18						1354
111,373	96.24	3.76	1.273	.39688	4.743	1.00111	.66448	1356
417,421	74.08	25.92	3.803	.92305	2.178	1.10062	.99660	1357
198,171	75.59	24.41						1358
1,156,928	58.39	41.61	3.213	.88787	.475	1.14536	1.07621	1360
132,016			2.526	.91933	1.269	1.00889	.95109	1361
237,407	98.28	1.72	5.218	2.62285	3.942	2.78838	2.73497	1364
60,373	70.53	29.47	1.918	.84702	2.666	1.21688	1.06312	1366
2,433,509	63.62	36.38	3.090	.80756	.843	.96527	.89374	1367
188,434	72.49	27.51						1370
978,275	64.87	35.13	2.188	.75952	.489	1.06751	1.05751	1371
								780
843,758	59.52	40.48	2.014	.51922	.745	.99614	.77851	1372
83,997	57.56	42.44	2.307	.60568	1.393	1.11786	.88042	1375
107,268	76.68	23.32	2.858	.63070	.807	1.22544	1.03938	1376
59,859	66.36	33.64	5.302	.52144	.494	.93655	.74146	1377
8,842,927	58.70	41.30	2.412	1.27699	.494	1.41066	1.36218	1378
168,248								1379
2,162,052								1380
123,092	29.00	71.00	7.197	1.49890	1.403	1.27663	1.31820	1381
406,250	62.28	37.72	4.151	.97304	.577	1.04104	1.01216	1382
1,015,089	64.73	35.27	2.554	1.02689	.334	1.54962	1.41857	1383
24,970	59.07	40.93						1384
496,784	75.59	24.41	2.879	.33657	.800	1.13710	.69207	1386
4,900								1387
58,712	67.53	32.47	2.465	.53336	1.059	.75016	.66990	1388
2,576,341	79.66	20.34	2.120	.76430	.532	.76442	.76432	1389
								1390
159,867	88.70	11.30	33.868	.79372	1.224	.92090	.86546	1392
12,777,913	70.00	30.00	1.452	.64234	.527	.83003	.75269	1173
5,000								1393
								1394
125,000								1395
242,500								1396
658,440								1397
97,340								1398
								1399

GROUP VI. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	Abbreviated name of road.	11	12	13	14	15
		EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars*
	Ill. Cent. R. R.—Continued.					
1400	Rantoul R. R.	50,000	50,000			
1401	S. Chic. R. R.	10,000	10,000			
1402	Ind., Ill. & Io. R. R.	76,320	50,300		25,786	[1] 234
800	Indpls., Dec. & Wn. Ry.[2] [Line in Illinois.]	82,199	66,440		15,759	
1404	Io. Cent. Ry.	490,130	326,442	35,460	58,586	[3] 69,642
1405	Keithsburg Brg. Co.	35,460	35,460			
1407	Albia & Centerv. Ry.	640			640	
1408	Io. Nn. Ry.	3,562	3,000		562	
1409	Jacksonv., Louisv. & St. L. Ry.: [4]					
1411	Chic., Peoria & St. L. Ry.: [5]					
1412	St. L. & Chic. Ry.	4,977				[6] 4,977
1414	Joliet & Blue I. Ry.	106,502	6,000		502	[1] 100,000
1415	Kans. Cy. & Atl. R. R.[7]	61			61	
1416	Keokuk & Ham. Brg. Co.	3,033			3,033	
1417	Keokuk & Wn. R. R.	47,432	12,353		14,189	[8] 20,890
1418	Kickapoo Vy. & Nn. Ry.[9]					
1420	L. Snp. Term. & Tr. Ry.	8,790	8,725		65	
1421	La Salle & Bureau Co. R. R.[10]					
1197	Louisv. & Nashv. R. R.[11] [Line north of Ohio Riv.]	363,931	300,000		63,931	
1424	Mason Cy. & Ft. Dodge R. R.	91,376	82,800		8,576	
1425	Milw. & Nn. R. R.	433,103	369,480		63,623	
1426	Milw. & Sup. Ry.	6,730				6,730
1427	Milw., Bay V. & Chic. R. R.	108,271	6,000		2,271	[1] 100,000
1428	Milw., L. Shore & Wn. Ry.	975,624	739,445	18,945	159,154	[1] 58,080
1429	St. P. En. Gr. Trunk Ry.	67,620	67,200			[1] 420
1430	Minneap. & St. L. Ry.	906,066	586,140		64,191	[12] 255,735
1431	Wis., Minn. & Pac. Ry.	202,041	193,680		8,361	
1432	Minneap. En. Ry.	12,070	10,500		1,570	
1433	Minneap., St. P. & S. S. Marie Ry.	973,441	868,827		89,705	[13] 14,909
1436	Mo., Kans. & En. Ry.[14]					
1228	Mobile & Ohio R. R.[15] [Line north of Cairo, Ill.]	212,084		180,928	31,156	
1437	St. L. & Cairo R. R.	165,000	160,000			[6] 5,000
1438	Nn. Pac. R. R.[16] [Line east of Montana.]	5,997,960	3,168,068	1,143,918	242,266	[17] 1,443,708
1439	Duluth & Manit. R. R.	186,060	186,060			
1442	James Riv. Vy. R. R.	57,780	57,780			
1448	St. P. & Nn. Pac. Ry.	898,704	509,760	12,825		[18] 376,619
1451	{Wis. Cent. Co. (lessee)	2,490,442		2,291,391	195,980	[1] 3,071
	{Wis. Cent. Co. (lessor)	1,470,106	826,503	463,050	2,594	[19] 177,959
1452	Chic., Wis. & Minn. R. R.	276,807	269,570			[6] 7,237
1453	Chic. & Nn. Pac. R. R.	1,343,202	1,301,254		40,526	1,422

[1] "Other deductions."
[2] "See page 470, No. 800, for totals covering entire road."
[3] Includes $54,024, "permanent improvements," and $1,935, "other deductions."
[4] Report not filed; inserted to show relation of two roads following.
[5] Report not filed; inserted to show relation of road following.
[6] "Salaries and maintenance of organization."
[7] Report for period, June 15 to June 30, 1893.
[8] Includes $3,912, "permanent improvements," and $16,978, "other deductions."
[9] Report of operations by the United States Construction Company. Road under construction.
[10] Road not in operation.
[11] See page 470, No. 1197, for totals covering entire road.
[12] Includes $173,016, "other deductions."
[13] Includes $57, "permanent improvements."
[14] Road under construction.
[15] See page 470, No 1228 for totals covering entire road.
[16] Figures cover 2,037.70 miles, group portion of whole line; 264.95 miles not in United States. Group figures assigned by this Office. See page 470, No. 1438, for totals covering entire road.
[17] Includes $1,220,485; "other deductions."
[18] Includes $8,496, "salaries and maintenance of organization," and $368,123, "other deductions."
[19] Includes $55,233, "salaries and maintenance of organization," and $73,960, "other deductions."

HE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
50,000								1400
10,000								1401
684,360	88.85	11.15	3.561	1.08450	.719	1.18501	1.17953	1402
261,055	68.52	31.48	2.778	.57772	.745	.98215	.73985	800
1,880,253	73.93	26.07	2.745	.65145	.608	.85489	.79112	1404
85,460								1405
30,445	98.24	1.76	8.583	2.17488	1.662	2.27698	2.25146	1407
24,289	85.34	14.66	6.796	2.06941	2.759	2.06941	2.06941	1408
								1409
								1411
4,977								1412
168,185	36.68	63.32					.40369	1414
1,647	94.18	5.82	1.898	.75892	9.317	.76403	.76275	1415
17,451	82.62	17.38						1416
315,583	84.97	15.03	4.471	.81958	.760	1.04858	.89297	1417
19,585	100.00		3.675	.92015	5.511	.92016	.92016	1418
113,925	92.28	7.72						1420
								1421
1,173,321	68.98	31.02	1,628	.72335	.569	1.03685	.92403	1197
204,697	55.36	44.64	4,233	1.03951	1.992	1.19725	1.11474	1424
1,606,600	73.04	26.96	2,695	.70009	.624	.98242	.87090	1425
29,410	77.12	22.88						1426
156,353	30.75	69.25					3.08219	1427
3,283,013	70.28	29.72	2,250	.59149	.630	.99944	.85212	1428
67,620								1429
2,160,864	58.07	41.93	2,830	1.04619	.709	1.12067	1.09099	1430
466,849	56.72	43.28	6,215	.97929	1.166	1.10303	1.03723	1431
37,539	67.85	32.15						1432
3,432,681	71.64	28.36	2,511	.93240	.492	1.00651	.98460	1433
								1436
830,542	74.46	25.54	2,520	.55854	.528	.73517	.68085	1228
165,000								1437
12,272,765	51.13	48.87	1.991	1.04647	.675	1.20142	1.15032	1438
186,060								1439
57,780								1442
898,704								1448
6,153,689	59.53	40.47	1.712	.70720	.603	.97789	.87996	1451
1,470,106								
276,807								1452
1,595,673	15.82	84.18						1453

GROUP VI. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Nn. Pac. R. R.—Continued.					
1454	Wis. Cent. R. R.	919,750	379,244	244,597	321	[1] 295,588
1455	Milw. & L. Winnebago R. R.	133,697	126,403			[2] 7,294
1456	Packw. & Mont. R. R.	5,040	5,040			
870	Ohio & Miss. Ry. [3] [Line west of Vincennes, Ind.]	736,988	624,975		106,895	3,118
1457	Om. & St. L. Ry	87,258	70,475		16,783	
1458	Pawnee R. R	212			212	
872	Pennsylvania Co.: [4]					
1460	E. St. L. & Carondelet Ry	33,527	14,000		3,317	[5] 16,210
1463	Port Edw., Centralia & Nn. Ry	18,000	18,000			
1464	Prairie du C. & McG. Ry.	1,233			1,233	
1465	Quin., Om. & Kans. Cy. Ry	40,514	25,806		12,345	[6] 2,363
1466	Rock I. & Peoria Ry	70,909	42,000		28,909	
1470	St. L., Alt. & T. Haute R. R	1,017,776	469,000	440,829	50,771	[7] 57,176
1471	Bellev. & Carondelet R. R.	29,100	29,100			
1472	Bellev. & Eldo. R. R	35,569	35,200			[8] 369
1473	Bellev. & Sn. Ill. R. R	90,807	80,800			[9] 10,007
1474	Chic., St. L. & Padu. Ry	70,773	70,000			[10] 773
1475	St. L., Sn. R. R.	57,553	47,300	10,000		[11] 253
1476	Carb. & Shawneet. R. R.	10,000	10,000			
1481	St. L., Indpls. & En. R. R.	45,619	39,500		5,318	801
1482	St. L., Keokuk & N. Wn. R. R.	466,995	425,958		41,037	
1483	St. P., & Duluth R. R	374,064	150,000	87,229	68,009	[11] 68,826
1484	Duluth S. Line Ry.	25,000	25,000			
1486	St. Cloud, Grantsb. & Ashl. R. R.					
1487	Stillwater & St. P. R. R	20,000	16,362			[11] 3,637
1488	Taylor's Falls & L. Sup. R. R.	12,600	12,600			
1489	St. P. Un. Depot Co	24,372	15,000			9,372
1490	Sioux Cy. & Nn. R. R.	194,965	96,000	90,000	707	[11] 8,258
1492	Sioux Falls Term. R. R					
1496	Tabor & Nn. Ry.	3,517	2,754		113	650
919	T. Haute & Indpls. R. R [12] [Line in Illinois.]	675,827		675,827		
1497	St. L., Van. & T. Haute R. R.	406,488	314,930		59,217	[13] 32,341
1499	Tol., Peoria & Wn. Ry.	234,505	197,950		36,555	
929	Tol., St. L. & Kans. Cy. R. R. [14] [Line in Illinois.]	250,800	215,028		35,772	
930	Wabash R. R. [15] [Line west of Danville, Ill.]	2,353,223	2,004,707	800	318,420	[11] 29,296
1501	Boone Co. & Boonv. Ry.					
1507	Wabash, Chester & Wn. R. R	29,335	24,750		3,373	[16] 1,212
1510	Win. & S. Wn. Ry.	127,095	127,095			
1511	Win. Brg. Ry.	19,508	19,200		308	
1512	Wis. & Chippewa Ry					

[1] Includes $41,819, "salaries and maintenance of organization," and $224,421, "other deductions."
[2] "Salaries and maintenance of organization."
[3] Group figures assigned by this Office. See page 470, No. 870, for totals covering entire road.
[4] Inserted to show relation of road following. [5] "Permanent improvements."
[6] Includes $197, "permanent improvements," and $2,166, "other deductions."
[7] Includes $34,417, "permanent improvements."
[8] Includes $19, "salaries and maintenance of organization," and $350, "other deductions."
[9] Includes $4,728, "salaries and maintenance of organization," and $5,279, "other deductions."
[10] Includes $750, "salaries and maintenance of organization," and $23, "other deductions."
[11] "Other deductions." [12] See page 470, No. 919, for totals covering entire road.
[13] Includes $100, "salaries and maintenance of organization;" $30,753, "permanent improvements," and $1,488, "other deductions."
[14] Group figures assigned by this Office. See page 470, No. 929, for totals covering entire road.
[15] Group figures assigned by this Office. See page 470, No. 930, for totals covering entire road.
[16] Includes $178, "other deductions."

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100 × Col 2 / Col. 16	Proportion assignable to fixed charges. 100 × Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
919,750								1454
133,697								1455
5,040								1456
2,130,218	65.40	34.60	1.888	.83916	.647	.90114	.87144	870
598,555	85.43	14.57	1.599	.69493	.612	1.04613	.97393	1457
8,507	97.51	2.49	1.536	.46548	5.713	.46548	.46548	1458
								872
126,692	73.54	26.46						1460
46,037	60.90	39.10						1463
42,647	97.11	2.89						1464
257,232	84.25	15.75	3.291	1.10810	2.039	.75753	.88219	1465
474,485	85.06	14.94	2.185	.83983	.740	1.19234	1.07083	1466
1,973,653	48.44	51.56	1.869	.71125	.577	1.39305	1.14317	1470
29,100								1471
35,569								1472
90,807								1473
70,773								1474
57,553								1475
10,000								1476
135,347	66.29	33.71	3.453	.42572	1.098	1.06203	.76122	1481
1,802,620	74.09	25.91	3.495	1.25046	.561	1.25060	1.25054	1482
1,826,462	79.52	20.48	2.285	.84237	.612	1.65039	1.24668	1483
25,000								1484
								1486
20,000								1487
12,600								1488
139,545	82.53	17.47						1489
435,293	55.21	44.79	6.337	1.23425	.826	1.89003	1.52555	1490
								1492
12,902	72.74	27.26	5.206	.40410	11.029	.40915	.40913	1496
2,317,977	70.84	29.16	2.268	.55252	.654	1.04624	.81633	919
406,488								1497
974,912	75.94	24.06	2.184	.74971	1.213	1.02945	.91818	1499
784,572	68.03	31.97	2.424	.55853	.443	.95975	.83969	929
8,927,052	73.64	26.36	1.864	.68150	.644	1.03232	.90023	930
								1501
98,819	70.32	29.68	3.729	.70641	1.275	.76892	.73535	1507
242,538	47.60	52.40		.83420		.83420	.83420	1510
24,641	20.83	79.17						1511
9,954	100.00		3.153	.66257	9.541	.62277	.63226	1512

GROUP VII. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10 Abbreviated name of road.	11 EXPENDITURE ASSIGNABLE TO FIXED CHARGES. Amount. Cols. 12+13+14+15	12 Designation. Interest.	13 Rents.	14 Taxes.	15 Miscellaneous.
	Total—Group VII.....	*Dollars.* 21,745,358	*Dollars.* 14,084,801	*Dollars.* 1,758,889	*Dollars.* 1,144,467	*Dollars.* [1] 4,757,201
	Charges against income from operation.	19,850,442	12,192,932	1,758,889	1,143,987	[1] 4,754,634
	Charges against income from lease of road.	1,894,916	1,891,869	.....	480	[1] 2,567
1323	Chic. & N. Wn. Ry.: [2]					
1514	Frem., Elk. & Mo. Vy. R. R	1,256,482	1,002,355	.....	254,127	.....
1333	Chic., Burl. & Quin. R. R. [3]..... [Line west of Missouri Riv.]	4,670,160	3,919,316	.....	.....	[4] 750,844
1348	Chic., St. P., Minneap. & Om. Ry. [5] [Line west of Missouri Riv.]	311,487	271,083	.....	40,404	.....
1516	Gt. Falls & Can. Ry	126,720	120,000	.....	6,720	.....
1378	Gt. Nn. Ry. [6]..... [Line west of Minot, N Dak.]	1,371,049	.....	1,310,629	60,420	.....
1380	St. P., Minneap. & Manit. Ry. [7] [Line west of Minot, N. Dak.]	1,285,097	1,282,539	.....	.....	[8] 2,558
1517	Mont. Cent. Ry	767,342	460,000	3,600	15,092	[9] 288,650
1518	Kear. & Black H. Ry	56,686	44,246	.....	12,440	.....
1606	Mo. Pac. Ry.: [2]					
1521	Pac. Ry. in Nebr.....	54,750	54,750	.....	.....	.....
1438	Nn. Pac. R. R. [10]..... [Line in Idaho and Montana.]	3,341,248	2,130,485	346,860	118,290	[11] 745,613
1523	Hel. & Red Mtn. R. R.....	24,000	24,000	.....	.....	.....
1524	Nn. Pac. & Mont. R. R	530,580	530,580	.....	.....	.....
1527	Sioux Cy., O'Neill & Wn. Ry.....	117,911	117,000	.....	.....	[12] 911
1529	Un. Pac. Ry. [13]..... [Union and Cheyenne Divisions.]	6,566,669	3,244,567	.....	437,231	[9] 2,884,871
1530	Lar., N. Park & Pac. R. R. & Tel. Co. [14]	504	.....	.....	504	.....
	Lar., N. Park & Pac. R. R. & Tel. Co. [15]	489	.....	.....	480	[9] 9
1531	Brighton & Bould. Brh. R. R....	5,433	.....	.....	5,433	.....
1532	Carb. Cut Off Ry.....	1,712	.....	.....	1,712	.....
1533	Mont. Un. Ry	106,821	.....	97,800	8,854	[9] 167
1535	Om. & Repub. Vy. Ry	436,434	328,230	.....	88,668	[9] 19,536
1536	St. Jos. & Gr. I. R. R.	543,514	420,000	.....	59,542	[9] 63,972
1537	Kans. Cy. & Om. R. R	170,270	135,650	.....	34,620	.....

[1] See page 61, for analysis of this amount. [2] Inserted to show relation of road following.
[3] Group figures assigned by this Office. See page 470, No. 1333, for totals covering entire road.
[4] Includes $255,041, "other deductions."
[5] Group figures assigned by this Office. See page 470, No. 1348, for totals covering entire road.
[6] See page 470, No. 1378, for totals covering entire road.
[7] Group figures assigned by this Office. See page 470, No. 1380, for totals covering entire road.
[8] "Salaries and maintenance of organization." [9] "Other deductions."
[10] Group figures assigned by this Office. See page 470, No. 1438, for totals covering entire road.
[11] Includes $595,569, "other deductions." [12] "Permanent improvements."
[13] Group figures assigned by this Office. See page 472, No. 1529, for totals covering entire road.
[14] Report for six months ending December 31, 1892. [15] Report for six months ending June 30, 1893.

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
52,354,415								
50,459,499	60.66	39.34	2.609	.90984	.728	1.11512	1.01561	
1,894,916								
								1323
3,489,119	63.99	36.01	2.777	.72734	.954	.83778	.79839	1514
13,166,491	64.53	35.47	2.466	.82566	.808	1.11456	.98968	1333
927,964	66.45	33.56	1.901	.71309	.601	.93679	.85079	1348
199,777	36.57	63.43						1516
3,515,875	61.00	39.00	7.127	1.19264	.814	1.23141	1.21596	1378
1,283,097								1380
1,553,714	50.62	49.38	4.041	1.34800	1.069	1.90700	1.68803	1517
109,886	48.41	51.59	3.842	.55868	.881	.80478	.64958	1518
								1606
54,750								1521
7,748,080	56.88	43.12	2.038	1.03213	.762	1.00814	1.01466	1438
24,000								1523
520,580								1524
210,602	44.01	55.99	5.795	.75907	.707	.89105	.79874	1527
15,345,623	57.21	42.79	2.064	.94140	.569	1.16840	1.08954	1529
3,434	85.32	14.68						} 1580
489								
37,890	85.66	14.34	4.870	.14783	1.787	2.25180	1.72096	1531
36,847	95.35	4.65	22.727	1.70599	.667	2.16733	2.07885	1532
815,674	86.91	13.09	4.821	1.84989	1.190	2.02421	1.05974	1533
1,737,209	74.88	25.12	5.695	1.16922	1.138	1.47080	1.29479	1535
1,242,074	56.24	43.76	2.947	.84339	.746	.99485	.94747	1536
319,229	46.66	53.34	5.606	.78463	1.062	.93407	.87892	1537

B.—*Fixed Charges*—Continued.

10	11	12	13	14	15
	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Designation.			
Abbreviated name of road.	Amount. Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Total—Group VIII	36,669,636	27,902,351	2,133,541	3,642,644	[1] 2,991,100
Charges against income from operation.	33,110,778	24,727,044	1,816,441	3,639,491	[1] 2,927,802
Charges against income from lease of road.	3,558,858	3,175,307	317,100	3,153	[1] 63,298
1538 Ark. & La. Ry	1,647			1,647	
1295 Atch., Top. & S. Fé R. R. [2] [Line Kansas City, Mo., to Santa Fé, N. M.]	5,995,173	4,901,312		735,295	[3] 358,566
1544 Atl. & Pac. R. R. [4] [Central Division.]	232,389	111,760			120,629
1545 Colo. Midl. Ry	768,393	595,023	8,800	109,231	55,339
1546 Aspen S. Line Ry	8,640	8,640			
1548 Manh., Al. & Bgame. Ry	16,016			8,181	7,835
1549 St. L. & San Fran. Ry	2,632,861	2,293,699	227,100	190,515	[5] 11,547
1551 Ft. Smith & Van Buren Brg. Co.	47,593	24,240		3,153	[5] 20,200
1552 Kans. Cy. & S. Wn. R. R.	44,640	44,640			
1553 Kans. Midl. Ry	64,320	64,320			
1557 St. L., Kans. & S. Wn. R. R.	53,400	53,400			
1558 St. L., Salem & Ark. Ry	40,500	40,500			
1559 St. L., Kans. Cy. & Colo. R. R.	184,064	82,860		3,431	97,773
1560 Wich. & Wn. Ry	121,620	104,820		16,800	
1310 Chic. & Alt. R. R.: [6]					
1312 Kans. Cy., St. L. & Chic. R. R. [7] [Line west of Missouri Riv.]	139,475	138,012			1,463
1344 Chic., Rock I. & Pac. Ry. [9] [Line west of Missouri Riv.]	2,133,927	1,802,722		331,155	[5] 50
1564 Choctaw Coal & Ry. Co	82,072	12,368		4,716	[10] 64,988
1566 Crystal Ry	5,096	4,500		596	
1569 Denison & Washita Vy. Ry	18,300	18,300			
1570 Denver & Rio G. R. R	2,679,501	1,986,675	67,668	324,336	[11] 300,822
1571 Rio G. Gunnison Ry	6,000	6,000			
1572 Rio G. Jctn. Ry	92,500	92,500			
1573 Denver, Lakewood & Golden R. R.	28,515	14,465		1,300	12,750
1575 Dodge Cy., Montez & Trin. Ry	2,484			2,484	
1576 Eureka Spgs. Ry	48,301	45,000		2,432	[5] 869
1583 Hutchinson & Sn. R. R.	62,841			16,731	46,110
1585 Kans. Cy. Belt Ry	127,885	116,400		10,595	890
1586 Kans. Cy., Ft. Scott & Memph. R. R.	1,272,606	1,053,198		168,000	[12] 51,408
1587 Current Riv. R. R	86,447	80,300		4,717	1,430
1589 Kans. Cy., Clinton & Springf. Ry.	183,800	163,660		20,140	
1592 Kans. Cy., Pittsb. & Gulf R. R. [13]					
1597 Little Rock & Memph. R. R.	14,693			14,693	
1598 La., Ark. & Mo. R. R. [14]					
1600 Manitou & Pike's Peak Ry	27,144	25,000		708	[15] 1,436

[1] See page 61, for analysis of this amount.
[2] Group figures assigned by this Office. See page 470, No. 1295, for totals covering entire s
[3] Includes $314,354, "other deductions."
[4] See page 472, No. 1544, for totals covering entire road.
[5] "Other deductions."
[6] Inserted to show relation of road following.
[7] Group figures assigned by this Office. See page 470, No. 1312, for totals covering entire
[8] "Salaries and maintenance of organization."
[9] Group figures assigned by this Office. See page 470, No. 1344, for totals covering entir
[10] Includes $10,615, "other deductions."
[11] Includes $120,000, "permanent improvements, "and $178,191, "other deductions."
[12] Includes $40,830, "other deductions."
[13] Report for six months ending June 30, 1893.
[14] Road not in operation.
[15] Includes $1,057, "other deductions."

AR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

	17	18	19	20	21	22	23	
	SUMMARY AND DEDUCTIONS.							
f ex- nd ges.	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
760								
902	68.91	31.09	2.499	.85629	.721	1.03589	.97343	
458								
684	95.85	4.15	4.735	.55827	13.259	2.29984	1.19423	1538
001	71.23	28.77	2.031	.79556	.682	.90974	.87189	1295
562	40.50	59.50	5.276	.73011	1.394	.89021	.84960	1544
049	70.32	29.68	4.964	1.27425	1.690	1.56876	1.45453	1545
940								1546
316	78.45	21.55	4.473	1.52359	3.645	1.36823	1.40714	1548
835	63.54	36.46	2.050	.66984	.754	.83362	.78318	1549
598								1551
340								1552
320								1553
400								1557
500								1558
756	40.77	59.23	4.809	.99080	1.121	1.43155	1.09884	1559
490	51.83	48.17	3.835	.80244	1.276	.81904	.81135	1560
								1310
475								1312
808	70.86	29.14	2.387	.70340	.747	.70340	.70340	1344
667	67.00	33.00	3.159	1.23403	1.984	1.49454	1.38130	1564
544	62.38	37.62	3.974	.68082	2.604	.62990	.64263	1566
390	52.34	47.66	1.841		.735		2.23217	1569
338	66.46	33.54	2.792	1.05987	.833	1.09166	1.07825	1570
000								1571
500								1572
394	55.73	44.27	3.506	.39263	4.885	1.91764	.57637	1573
509	76.36	23.64	21.709	2.29927		2.30388	2.30273	1575
497	46.03	53.97	6.400	1.38376	3.222	1.37215	1.37968	1576
296	47.76	52.24	2.980	.43871		.54988	.49917	1583
239	42.71	57.29					.54582	1585
541	74.00	26.00	2.267	.80652	.506	.93479	.89744	1586
732	59.17	40.83	6.423	.72741	.730	.86422	.81820	1587
021	53.12	46.88	2.870	.82205	.850	.88228	.85346	1589
828	100.00							1592
014	96.36	3.64		1.33626		1.33635	1.33629	1597
								1508
351	62.49	37.51	14.698	.55817			.55817	1600

GROUP VIII. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	Abbreviated name of road.	11	12	13	14	15
		EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1602	Miss. Riv. & Bonne T. Ry	53,101			2,974	50,127
1604	Mo., Kans. & Tex. Ry.[1] [Line north of Denison, Tex.]	1,530,247	1,275,610		108,421	[2] 146,216
1605	Kans. Cy. & Pac. Ry					
1606	Mo. Pac. Ry	3,725,254	2,781,767	132,300	586,125	[3] 225,062
1607	Boonv., St. L. & Sn. Ry	25,000	24,000			[4] 1,000
1609	Kanop. & Kans. Cent. Ry	13,500	13,500			
1610	Kans. & Colo. Pac. Ry	1,504,020	1,390,520	113,500		
1611	Kans. Cy. & S. Wn. Ry. (of Mo.)	57,420	24,420	33,000		
1612	Kans. Cy. & S. Wn. Ry. (of Kans.)	33,000	33,000			
1613	Kans. S. Wn. Ry	22,320	22,320			
1614	Le Roy & Caney Vy. Air Line R. R.	26,000	26,000			
1617	Pueb. & State Line R. R	113,500	113,500			
1618	Rooks Co. R. R	16,500	16,500			
1619	St. L., Oak H. & Carondelet Ry.	32,000	24,000			[2] 8,000
1620	Cent. Brh. Un. Pac. R. R.	500,295	140,100	287,375	72,212	[2] 608
1621	Atch., Colo. & Pac. R. R	244,200	244,200			
1622	Atch., Jew. Co. & Wn. R. R	32,520	32,520			
1623	Kans. Cy., Wyand. & N. Wn. R. R.	213,746			54,295	[5] 159,451
1624	Kans. Cy., Law. & Wich. R. R.					
1625	Law. & Emp. Ry	27,902	27,900			[2] 2
1626	Kans. Cy. & Beatrice R. R.	48,054			3,834	[2] 44,220
1627	St. L., Iron Mtn. & Sn. Ry	3,200,854	2,339,885	426,298	244,809	[6] 189,862
1629	Kans. & Ark. Vy. Ry	170,600	170,600			
1630	Little Rock & Ft. Smith Ry.	359,338	163,975	170,600		[7] 24,763
1631	Little Rock Jctn. Ry	31,470	26,100			[2] 5,370
1632	Bellevue Vy. R. R.[8]					
1633	Sedalia, Warsaw & S. Wn. Ry.	2,297			2,297	
1634	Mo. Sn. R. R	1,975			29	[9] 1,946
1635	Mo. S. Ex. Ry	240	240			
1636	Montg. & Wn. R. R					
1639	Pine Bluff & Ex. R. R.	10,000	10,000			
1644	St. L. S. Wn. Ry	869,379	800,000		61,927	[10] 7,452
1649	St. L. Tr. Ry	27,386			3,308	[11] 24,078
1653	Term. R. R. Assn. of St. L.	1,173,088	315,000	666,900	87,104	[12] 104,084
1654	St. L. Brg. Co	352,500	350,000			[4] 2,500
1655	Tunnel R. R. of St. L					
1656	Texarkana & Ft. Smith Ry.[13]					
1657	Texarkana & Shreveport. R. R.	3,549				[2] 3,549
1658	Ultima T., Arkadel. & Miss. Ry.					
1529	Un. Pac. Ry.[14] [Kansas Div. and Leavenworth Branch.]	2,793,362	1,902,271		117,279	[2] 773,812
1661	Denver, Leadv. & Gunnison Ry.	168,605	103,860		55,873	[2] 8,872
1662	Jctn. Cy. & Ft. Kear. Ry	94,215	76,450		17,752	[2] 13
1663	Kans. Cent. R. R	107,696	80,880		26,464	[2] 352
1664	Leav., Top. & S. Wn. Ry	83,171	55,200		6,700	[2] 21,271
1665	Sal. & S. Wn. Ry	39,079	32,400		6,679	
1666	Solomon R. R	43,649	34,500		9,149	
1668	Un. Pac., Denver & Gulf Ry	1,383,335	1,217,939		165,064	[2] 333
1669	Un. Pac., Linc. & Colo. Ry	288,509	222,200		36,256	[2] 30,053
1670	White & Black Riv. Vy. Ry.	23,917	16,680		3,237	4,000

[1] See page 472, No. 1604, for totals covering entire road.
[2] "Other deductions."
[3] Includes $122,670, "other deductions."
[4] "Salaries and maintenance of organization."
[5] Includes $112,681, "other deductions."
[6] Includes $171,057, "other deductions."
[7] Includes $12,790, "other deductions."
[8] No report of operations.
[9] Includes $551, "permanent improvements."
[10] Includes $582, "other deductions."
[11] Includes $4,084, "other deductions."
[12] Includes $75,391, "other deductions."
[13] Report for seven months ending June 30, 1892.
[14] Group figures assigned by this Office. See page 472, No. 1529, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
153,311	65.35	34.65	2.893	.34438	2.088	1.63251	.84221	1602
5,451,908	71.92	28.08	2.631	.79813	.678	.92214	.88926	1604
								1605
14,916,613	75.03	24.97	2.574	.82832	.714	1.23982	1.08302	1606
25,000								1607
13,500								1609
1,504,020								1610
57,420								1611
33,000								1612
22,320								1613
26,000								1614
113,500								1617
16,500								1618
32,000								1619
1,371,126	63.52	36.48	3.237	.77794	.893	.87552	.84562	1620
244,200								1621
32,520								1622
558,701	61.74	38.26						1623
								1624
27,902								1625
91,062	47.24	52.76						1626
11,842,676	72.97	27.03	2.607	.85574	.634	1.16642	1.06267	1627
170,600								1629
359,338								1630
31,470								1631
								1632
31,956	92.81	7.19	2.851	1.25765	3.231	1.00770	1.06980	1633
18,778	89.48	10.52			3.355	.87956	.87956	1634
4,680	94.87	5.13						1635
								1636
21,006	56.53	43.47	2.164	.96903	19.764	.92025	.93245	1639
3,381,240	74.29	25.71	3.728	1.14853	.744	1.38039	1.30693	1644
133,646	79.50	20.50						1649
1,961,721	40.21	59.79	3.082		5.182			1653
252,500								1654
								1655
28,912	100.00							1656
22,928	84.52	15.48						1657
								1658
5,332,193	47.61	52.39	1.791	.94299	541	1.11382	1.03830	1529
1,139,493	85.20	14.80	6.590	1.31609	2.562	1.91847	1.71148	1661
253,713	62.86	37.14	7.305	1.10400	1.584	1.38175	1.20089	1662
394,985	68.70	31.30	7.959	2.05546	3.360	2.13746	2.11647	1663
150,526	44.74	55.26	7.787	2.24467	27.744	2.35699	2.32870	1664
102,188	61.75	38.25	5.285	1.44788	3.244	2.02186	1.71259	1665
136,929	68.12	31.88	5.049	1.08163	.930	1.31852	1.16515	1666
4,634,669	70.15	29.85	3.101	1.16940	.944	1.30512	1.26467	1668
473,822	39.11	60.89	3.622	1.05532	1.170	1.15832	1.13253	1669
79,238	69.82	30.18		.91037		.79930	.79939	1670

GROUP IX. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10 Abbreviated name of road.	11 EXPENDITURE ASSIGNABLE TO FIXED CHARGES. Amount. Cols. 12+13+14+15	12 Designation. Interest.	13 Rents.	14 Taxes.	15 Miscellaneous.
	Total—Group IX	*Dollars.* 16,915,417	*Dollars.* 11,389,970	*Dollars.* 3,555,805	*Dollars.* 1,009,678	*Dollars.* [1] 959,964
	Charges against income from operation.	14,095,792	8,875,400	3,555,805	883,411	[1] 781,176
	Charges against income from lease of road.	2,819,625	2,514,570	.....	126,267	178,788
1295	Atch., Top. & S. Fé R. R. [2] [Line south of Red Riv.]	1,263,513	1,252,217	.....	.....	11,296
1675	Gulf, Colo. & S. Fé Ry	1,511,209	1,396,560	.....	102,379	12,270
1677	Austin & N. Wn. R. R.	94,903	89,750	.....	4,909	[3] 244
1680	Chic., Rock I. & Tex. Ry. [4]	.....	.....	.....	.....	.....
1686	Ft. Wor. & Rio G. Ry	174,608	148,248	.....	9,259	[5] 17,101
1687	Galv. & Wn. Ry	2,370	.....	.....	1,085	1,285
1689	Hearne & Brazos Vy. R. R	2,973	2,800	.....	173	.....
1690	Houston & Tex. Cent. R. R. [6]	789,376	768,055	8,529	.....	[7] 12,792
1691	Ft. Wor. & N. O. Ry.	47,014	42,540	.....	3,600	[8] 874
1692	Cent. Tex. & N. Wn. Ry	9,208	5,400	.....	1,415	[3] 2,393
1693	Houston Belt & Magnolia Park Ry.	350	.....	.....	350	.....
1694	Houston E. & W. Tex. Ry	10,078	.....	.....	10,071	[3] 7
1695	Houston & Shrevept. R. R.	2,154	.....	.....	2,154	.....
1697	Internat. & Gt. Nn. R. R.	870,727	827,629	14,420	28,678	.....
1698	Galv., Houston & Hend. R. R. of 1882.	125,438	100,000	.....	10,505	[3] 14,933
1699	Kans. Cy., Watkins & Gulf Ry. [9]	74,868	72,014	.....	2,854	.....
1708	Minden R. R. & Compress Co.	526	.....	.....	311	[3] 215
1604	Mo., Kans. & Tex. Ry. [10] [Line south of Denison, Tex.]	995,869	917,584	.....	78,285	.....
1712	N. O. & N. Wn. Ry.	107,616	75,000	.....	2,956	[11] 29,660
1719	Paris, Marsh. & Sab. Pass Ry.	1,161	.....	.....	536	[12] 625
1720	Pecos Vy. Ry	38	.....	.....	.....	38
1721	Pecos Riv. R. R	3,320	.....	.....	3,320	.....
1722	Rio G. R. R.	6,625	4,585	.....	1,573	[3] 467
1723	Rio G. & Eagle Pass Ry.	820	.....	.....	820	.....
1725	St. L. S. Wn. Ry. of Tex.	429,375	377,800	.....	43,140	[13] 8,435
1726	Tyler S. En. Ry	31,494	26,400	.....	4,583	511
1727	San Ant. & Aransas Pass Ry	346,947	344,000	.....	2,770	[3] 177
1729	Sherman, Shrevept. & Sn. Ry. [14]	4,583	4,583	.....	.....	.....
1731	Sn. Pac. Co. [15] [Atlantic System.]	4,090,909	43,092	3,496,273	279,063	[16] 272,481
1732	Galv., Harrisb. & San Ant. Ry.	1,610,823	1,410,554	.....	77,823	[17] 122,446
1733	La. Wn. R. R.	134,400	134,400	.....	.....	.....
1734	Morgan's La. & Tex. R. R	452,089	452,089	.....	.....	.....
1735	Gulf, Wn. Tex & Pac. Ry	102,882	95,137	.....	7,745	.....
1736	N. Y., Tex. & Mexican Ry.	103,039	61,980	.....	6,847	34,262
1737	Tex. & N. O. R. R of 1874	358,060	307,920	.....	29,013	21,127
1738	Tex. Transp. Co	1,318	.....	.....	1,239	79

[1] See page 61, for analysis of this amount.
[2] Group figures assigned by this Office. See page 470, No. 1295, for totals covering entire road
[3] "Other deductions."
[4] Report for period, January 22 to June 30, 1893.
[5] Includes $6,956, "other deductions."
[6] Report for three months ending June 30, 1893.
[7] Includes $247, "other deductions."
[8] "Salaries and maintenance of organization."
[9] Report for nine months ending June 30, 1893.
[10] See page 472, No. 1604, for totals covering entire road
[11] Includes $11,216, "Other deductions."
[12] Includes $75, "other deductions."
[13] Includes $583, "other deductions."
[14] Report for five months ending June 30, 1893.
[15] Group figures assigned by this Office. See page 472, No. 1731, for totals covering entire road.
[16] Includes $71,842, "permanent improvements," and $179,902, "other deductions."
[17] Includes $18,983, "other deductions."

'HE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2 + 11	Proportion assignable to operation. 100 × Col. 2 / Col. 16	Proportion assignable to fixed charges. 100 × Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
48,701,943								
45,882,318	69.28	30.72	2.463	.84210	.848	1.18035	1.06261	
2,819,625								
1,263,513		100.00						1295
6,156,650	75.45	24.55	2.872	.98574	1.168	1.23650	1.16523	1675
265,743	64.28	35.72		.84089		.84076	.84083	1677
13,867	100.00		2.215		.844			1680
445,927	60.84	39.16	2.158	.69653	1.487	.97585	.87693	1686
12,263	80.67	19.33	1.742		45.723			1687
22,153	86.58	13.42		.66278		.66278	.66278	1689
1,402,990	43.74	56.26					.30564	1690
47,014								1691
70,011	86.85	13.15	6.924	1.27068	.296	1.27072	1.27070	1692
4,347	91.95	8.05						1693
333,537	96.98	3.02		.97352		.97367	.97362	1694
55,247	96.10	3.90		.93932		.93943	.93937	1695
3,524,034	75.30	24.70	1.931	.65719	.871	1.19626	.99965	1697
535,630	76.58	23.42	2.152	.75958	1.284	3.45727	1.83532	1698
124,567	39 90	60.10	2.509		1.148			1699
8,114	93.52	6.48	5.034	.89318	16.913	.89688	.88196	1708
4,698,237	78.81	21.19	2.780	.93262	.888	1.25337	1.15313	1604
154,493	30.34	69.66	2.173	.87741	5.396	.87741	.87741	1712
16,953	93.15	6.85					1.66278	1719
44,433	99.91	.09	3.893	1.73891	5.179	1.72287	1.72688	1720
51,524	93.56	6.44	3.128	1.18953	3.346	1.18017	1.18251	1721
35,826	81.50	18.50	7.611	1.54915	6.953	1.54915	1.54915	1722
13,322	93.85	6.15						1723
2,076,464	79.33	20.67	3.996	.99141	1.293	1.30391	1.16964	1725
154,377	79.60	20.40	3 842	.73325	1.644	1.16909	.94947	1726
1,888,504	81.63	18.37	4.314	.92489	1.259	1.24456	1.12697	1727
113,728	95.97	4.03	4.268	.61930	2.098	1.63795	1.14307	1729
11,722,513	65.10	34.90	2.929	1.16354	.640	1.16347	1.16349	1731
1,610,828								1732
124,400								1733
452,089								1734
102,882								1735
103,039								1736
358,060								1737
1,318								1738

GROUP IX. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount. Cols. 12+13+14+15	Designation.			
			Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1740	Tex. & Pac. Ry	1,739,502	1,279,490	13,500	192,804	[1] 253,708
1741	Tex. Cent. R. R	100,253			24,756	[2] 75,497
1742	Tex. Mexican Ry	157,739	150,000		7,739	
1743	Tex. Midl. R. R. [3]					
1744	Tex., Sab. Vy. & N. Wn. Ry	50,312	24,950		2,288	[4] 23,074
1747	Tex. Trunk R. R	7,468			3,539	3,929
1529	Un. Pac. Ry.: [5]					
1668	Un. Pac., Denver & Gulf Ry.: [6]					
1749	Ft. Wor. & Denver Cy. Ry	593,903	493,235	23,068	44,548	[7] 33,037
1750	Ft. Wor. & Denver Term. Ry.	10,000	10,000			
1752	Velasco Term. Ry	114			114	
1758	Vicksb., Shrevept. & Pac. R. R	416,458	404,058		12,400	
1755	Weatherf., Minl. Wells & N. Wn. Ry.	36,485	29,500		712	[8] 6,273
1756	Wich. Vy. Ry	42,500	38,450		3,322	[7] 728

[1] Includes $224,901, "permanent improvements," and $11,446, "other deductions."
[2] Includes $12,101 "other deductions."
[3] Report for period, February 25 to June 30, 1893.
[4] "Permanent improvements."
[5] Inserted to show relation of three roads following.
[6] Inserted to show relation of two roads following.
[7] "Other deductions."
[8] Includes $2,098, "permanent improvements," and $3,000 "other deductions."

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
7,097,116	75.48	24.52	1.866	.66918	.914	1.31477	1.06028	1740
316,191	68.30	31.70	2.931	.55832	2.466	1.39234	.95049	1741
325,238	51.50	48.50	3.483	1.29172	1.776	1.28576	1.27280	1742
11,097	100.00							1743
85,563	41.20	58.80	3.741	1.21222	2.835	1.32989	1.30047	1744
76,879	90.22	9.78	4.075	1.79848	7.903	1.79848	1.79848	1747
								1529
								1668
1,755,712	66.17	33.83	1.801	.68159	1.014	1.06377	.93494	1749
10,000								1750
29,129	99.61	.39	4.762	.88258	1.258	1.39164	1.13643	1752
841,789	50.52	49.48	2.641	1.11575	2.001	2.10642	1.61273	1753
62,027	41.18	58.82	1.982	1.01486	4.014	.73169	.80248	1755
73,115	41.88	58.12	2.046	.75077	2.082	.75021	.75035	1756

GROUP X. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10 Abbreviated name of road.	11 EXPENDITURE ASSIGNABLE TO FIXED CHARGES. Amount. Cols. 12+13+14+15	12 Designation. Interest.	13 Rents.	14 Taxes.	15 Miscellaneous.
	Total—Group X	*Dollars.* 43,942,594	*Dollars.* 19,325,549	*Dollars.* 16,019,854	*Dollars.* 1,970,955	*Dollars.* [1] 6,626,236
	Charges against income from operation.	30,932,449	8,442,390	16,019,854	1,952,668	[1] 4,517,537
	Charges against income from lease of road.	13,010,145	10,883,159	.....	18,287	[1] 2,108,699
1758	Arcata & Mad Riv. R. R	26,791	.....	.....	1,267	[2] 25,524
1759	Ariz. & New Mex. Ry	85,718	77,672	.....	8,046	.....
1760	Ariz. & S. En. R. R	6,935	.....	.....	6,933	[3] 2
1295	Atch., Top. & S. Fé. R. R. [4] [Line west of Santa Fé, N.M.]	1,004,473	995,493	.....	.....	8,980
1544	Atl. & Pac. R. R. [5] [Western and California Divisions.]	2,094,746	970,000	436,266	120,000	568,480
1762	New Mex. & Ariz. R. R	15,507	.....	.....	15,507	.....
1763	Sn. Cal. Ry	353,106	282,720	.....	68,900	1,486
1768	Buckspt. & Elk Riv. R. R	541	.....	.....	541	.....
1771	Carson & Colo. Ry	107,702	80,000	.....	27,702	.....
1776	Colusa & L. R. R	5,818	4,200	.....	1,033	[6] 585
1777	Coos Bay, Roseb. & En. R. R. & Nav. Co. [7]	.....	.....	.....	.....	.....
1781	Eureka & Palisade R. R	79,401	70,000	.....	9,401	.....
1787	Gt. Salt L. & Hot Spgs. Ry	.....	.....	.....	.....	.....
1791	Ilwaco Ry. & Nav. Co	17,146	.....	.....	.....	[8] 17,146
1797	Los Ang. Term. Ry. [8]	43,374	37,500	3,210	2,664	.....
1799	Maricopa & Phœnix R. R	35,135	32,400	.....	2,735	.....
1803	Nev.-Cal.-Oregon Ry. [9]	10,375	.....	.....	2,718	[2] 7,657
	Nev.-Cal.-Oregon Ry. [8]	1,076	.....	205	871	.....
1438	Nn. Pac. R. R. [10] [Line west of Idaho.]	3,006,255	1,793,607	471,300	101,854	639,494
1806	Cent. Wash. R. R	129,000	129,000	.....	.....	.....
1808	Cœur d'Alene Ry. & Nav. Co	74,280	74,280	.....	.....	.....
1812	Spokane & Palouse Ry	166,860	166,860	.....	.....	.....
1816	Seattle, L. Shore & En. Ry	429,142	332,355	.....	27,062	[3] 69,725
1817	N. Pac. Coast R. R. [8]	50,068	40,235	.....	.....	[11] 9,833
1759	Oregon & Wash. T. R. R. [12]	22,212	.....	.....	12,368	[13] 9,844
1833	Rio G. Wn. Ry	684,709	560,000	36,531	64,151	[14] 24,027
1839	Salt L. & Los Ang. Ry	.....	.....	.....	.....	.....
1841	San Fran. & N. Pac. Ry	236,526	210,270	.....	26,256	.....
1851	Sierra Vy. & Mohawk R. R. [7]	.....	.....	.....	.....	.....
1852	Silv. Cy. & Nn. R. R	.....	.....	.....	.....	.....
1731	Sn. Pac. Co. [15] [Pacific System.]	14,356,395	119,518	12,297,408	989,405	[16] 950,064
1854	Cal. Pac. R. R	327,164	322,215	.....	.....	[17] 4,949

[1] See page 61, for analysis of this amount.
[2] "Permanent improvements."
[3] "Other deductions."
[4] Group figures assigned by this Office. See page 470, No. 1295, for totals covering entire road.
[5] See page 472, No. 1544, for totals covering entire road.
[6] Includes $438, "permanent improvements."
[7] Road not in operation.
[8] Reports for six months ending June 30, 1893.
[9] Reports for six months ending December 31, 1892.
[10] Group figures assigned by this Office. See page 470, No. 1438, for totals covering entire road.
[11] Includes $3,600, "permanent improvements," and $6,089, "other deductions."
[12] Report of Receiver for period, July 1 to November 4, 1892. Reorganized as the Washington & Columbia River Ry., November 4, 1892.
[13] Includes $704, "permanent improvements," and $9,140, "other deductions."
[14] Includes $5, "other deductions."
[15] Group figures assigned by this Office. See page 472, No. 1731, for totals covering entire road.
[16] Includes $254,714, "permanent improvements," and $637,834, "other deductions."
[17] Includes $1,449, "salaries and maintenance of organization."

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
86,673,549								
73,663,404	58.01	41.99	2.155	1.16966	.894	1.26217	1.22102	
13,010,145								
90,828	70.50	29.50		6.68051		2.65262	3.65884	1758
162,976	47.40	52.60	12.899	1.40513	3.849	1.43923	1.43070	1759
54,978	87.39	12.60	8.612	1.69355	3.114	1.69355	1.69335	1760
1,004,473		100.00						1205
5,090,811	58.85	41.15	2.432	.82189	1.016	.92373	.88889	1544
168,418	90.79	9.21	7.206	2.28881	2.298	2.17187	2.19921	1762
2,049,819	82.77	17.23	2.778	1.05652	1.651	1.47388	1.20098	1763
23,607	97.71	2.29	2.221	.37548	2.005	.94236	.91545	1768
246,152	56.25	43.75	4.958	.86480	3.372	.84139	.85341	1771
20,300	71.34	28.66						1776
								1777
140,153	43.34	56.66	13.385	2.26991	2.334	2.13698	2.16816	1781
								1787
27,969	38 70	61.30						1791
127,204	65.90	34.10		.80181		.80113	.80180	1797
103,671	66.10	33.90	2.923	2.65812	3.562	2.75728	2.73249	1799
34,206	69.67	30.33	1.857	.74010	5.129	1.00589	.93944	1803
25,069	95.71	4.29	2.591	.75590	4.540	.10072	.94438	
6,946,084	56.71	43.29	2.317	1.07681	.851	1.17016	1.18557	1438
129,000								1806
74,280								1808
166,860								1812
732,525	41.42	58.58	3.284	.91180	1.168	1.16029	1.03149	1816
194,538	74.24	25.76	1.101	.74718	3.265	1.07912	.85776	1817
85,488	74.02	25.98	5.155	.73293	1.935	1.36064	1.09019	1759
2,294,286	70.16	29.84	2.210	1.02874	.870	1.35802	1.18601	1833
7,928	100.00		1.226				1.46815	1839
789,532	70.04	29,96	1.409	1.14155	3.027	2.44224	1.52780	
								1841
								1851
11,601	100.00		35.892	1.19876	4.054	.80212	.91550	1852
36,862,980	61.06	38.94	1.935	1.29334	.874	1.29352	1.29343	1731
7,164								1854

GROUP X. TABLE IV.—GENERAL EXPENDITURES FOR

B.—*Fixed Charges*—Continued.

No.	10	11	12	13	14	15
	Abbreviated name of road.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
		Amount.	Designation.			
		Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Sn. Pac. Co.—Continued. [Pacific System.]					
1855	Cent. Pac. R. R	4,628,794	3,300,315	.....	.....	[1] 1,328,479
1856	Northern Ry	599,968	547,270	.....	.....	[1] 52,698
1857	Nn. Cal. Ry	47,250	47,250	.....	.....	.....
1858	Oregon & Cal. R. R.	953,697	850,000	.....	.....	[2] 103,697
1859	Oregonian R. R.	.....	.....	.....	.....	.....
1796	Portl. & Willamette Vy. Ry. [3]	32,879	27,201	.....	.....	5,678
1860	Portl. & Yamhill R. R. [4]	26,627	.....	.....	.....	[5] 26,627 [6] 8
1861	Sn. Pac. R. R. of Ariz	600,008	600,000	.....	.....	
1862	Sn. Pac. R. R. of Cal	3,102,009	2,694,124	.....	18,287	[7] 389,598
1863	Sn. Pac. R. R. of New Mex	314,453	250,800	.....	.....	[8] 63,653
1864	S. Pac. Coast Ry	220,000	220,000	.....	.....	.....
1867	Sumpter Vy. Ry. [9]	4,883	4,500	.....	383	.....
1529	Un. Pac. Ry.: [10]					
1870	Echo & Park Cy. Ry	44,314	28,800	.....	3,514	12,000
1871	Oregon S. Line & Utah Nn. Ry	4,964,868	2,799,620	.....	231,927	[1] 1,933,321
1872	(Oregon Ry. & Nav. Co. (lessee)	3,009,698	.....	2,774,934	199,975	[1] 34,789
	(Oregon Ry. & Nav. Co. (lessor)	1,319,462	1,186,150	.....	.....	[1] 133,312
1873	Cascade R. R	.....	.....	.....	.....	.....
1874	Col. & Palouse R. R.	169,740	169,740	.....	.....	.....
1875	Mill Ck. Flume & Mfg. Co.	.....	.....	.....	.....	.....
1876	Oregon Ry. Ex. Co.	75,579	75,579	.....	.....	.....
1878	Wash. & Idaho R. R.	222,375	222,375	.....	.....	.....
1881	Utah Cent. Ry.	.....	.....	.....	.....	.....
1882	Vancouver, Klickitat & Yakima R. R.	4,395	.....	.....	961	[11] 3,434
1883	Va. & Truckee R. R	22,029	.....	.....	22,029	.....
1884	Visalia R. R. [12]	1,131	.....	.....	1,131	.....
1885	Visalia & Tulare R. R.	5,342	3,500	.....	772	1,070
1887	Wash. & Col. Riv. Ry. [13]	2,562	.....	.....	2,562	.....
1888	Wash. Sn. Ry. (of Wash.)	200,076	.....	.....	.....	200,076

[1] "Other deductions."
[2] Includes $78,947, "other deductions."
[3] Report of Receiver for two months ending August 31, 1892. Reorganized as Portland and Yamhill R. R., August 31, 1892.
[4] Reports for ten months ending June 30, 1893.
[5] Includes $173, "other deductions."
[6] "Salaries and maintenance of organization."
[7] Includes $8,485, "salaries and maintenance of organization," and $381,113, "other deductions."
[8] Includes $3, "salaries and maintenance of organization," and $63,650, "other deductions."
[9] Reports for six months ending June 30, 1893.
[10] Inserted to show relation of nine roads following.
[11] Includes $234, "other deductions."
[12] Report for eighteen months ending June 30, 1893.
[13] Report for period, November 4 1892 to June 30, 1893.

THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
4,628,794								1855
599,968								1856
45,250								1857
953,697								1858
								1859
22,879								1796
26,627								1860
600,008								1861
3,102,009								1862
314,453								1863
220,000								1864
16,515	70.44	29.56						1867
								1529
136,910	67.63	32.37	11.909	1.69488	1.782	2.71637	2.10236	1870
9,140,156	45.68	54.32	2.676	.95852	.583	1.10339	1.04269	1871
6,274,815	52.04	47.96	3.311	1.36234	1.075	1.70787	1.55939	1872
1,319,462								
								1873
169,740								1874
								1875
75,579								1876
222,875								1878
99,148	100.00							1881
8,573	48.74	51.26						1882
305,472	92.80	7.20	4.389	1.32109	6.212	5.28745	3.10656	1883
22,865	95.05	4.95						1884
18,799	71.58	28.42	48.068					1885
85,992	97.02	2.98	4.731	.60271	2.170	1.09341	.89245	1887
258,563	22.62	77.38						1888

TABLE IV.—SUPPLEMENT—GENERAL EXPENDITURES

B.—*Fixed charges.*

[Showing totalized figures for certain

No.	Abbreviated name of road.	10	11	12	13	14	15
			EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
			Amount.	Designation.			
			Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
			Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
43	Canadian Pac. Ry. [1]		5,347,609	3,323,669	1,918,996	104,944	
176	Balt. & Ohio R. R. [2]		6,579,643	3,658,625	1,273,037	427,130	[3] 1,220,851
428	N. Y., L. E. & Wn. R. R. [4]		10,250,808	4,952,392	4,316,413	654,227	[5] 327,776
758	Clev., Cin., Chic. & St. L. Ry. [6]		2,919,855	2,419,884		415,025	[7] 84,946
767	Peoria & En. Ry. [8]		569,551	419,120		62,286	[9] 88,145
800	Indpls., Dec. & Wn. Ry. [10]		166,708	132,880		33,828	
806	Kanawha & Mich. Ry. [11]		74,629	55,667		15,256	3,706
868	Norf. & Wn. R. R. [12]		3,041,349	[13] 2,634,736	92,109	226,190	88,314
870	Ohio & Miss. Ry. [14]		1,262,997	1,062,160		195,538	5,299
919	T. Haute & Indpls. R. R. [15]		1,063,046	133,500	889,051	40,495	
929	Tol., St. L. & Kans. Cy. R. R. [16]		622,500	540,000		82,500	
930	Wabash R. R. [17]		3,424,153	2,848,405	76,300	457,388	[18] 42,060
984	Ches. & Ohio Ry. [19]		3,058,347	[20] 2,734,859	8,042	249,588	[21] 65,858
1173	Ill. Cent. R. R. [22]		5,672,588	2,077,425	2,381,664	1,024,896	[23] 188,603
1197	Louisv. & Nashv. R. R. [24]		6,681,212	4,231,979	2,018,970	428,263	
1228	Mobile & Ohio R. R. [25]		1,138,911	837,209	180,928	96,694	24,080
1295	Atch., Top. & S. Fé R. R. [26]		9,211,048	[27] 7,850,892		903,200	[28] 456,956
1310	Chic. & Alt. R. R.: [29]						
1312	Kans. Cy., St. L. & Chic. R.R. [30]		212,226	210,000			[31] 2,226
1333	Chic., Burl. & Quin. R. R. [32]		8,441,955	6,444,124	42,000	1,291,489	[33] 664,342
1344	Chic., Rock I. & Pac. Ry. [34]		4,277,552	3,054,425	425,799	797,108	[35] 220
1348	Chic., St. P., Minneap. & Om. Ry. [36]		1,792,535	1,450,416		342,119	
1378	Gt. Nn. Ry. [37]		5,023,385		4,647,831	375,554	
1380	St. P., Minneap. & Manit. Ry. [38]		3,447,150	[39] 3,440,287			[31] 6,863
1438	Nn. Pac. R. R. [40]		12,345,463	7,092,160	1,962,078	462,340	[39] 2,828,885

[1] Lies in Group I and outside the United States; see page 408, No. 43.
[2] Lies in Groups II, III, and IV; see pages 412, 428, and 436, No. 176.
[3] Includes $1,085,315, "other deductions."
[4] Lies in Groups II and III; see pages 418 and 432, No. 428.
[5] Includes $129,598, "other deductions."
[6] Lies in Groups III and VI; see pages 428 and 450, No. 758.
[7] Includes $25,251, "other deductions."
[8] Lies in Groups III and VI; see pages 428 and 450, No. 767.
[9] Includes $87,901, "permanent improvements," and $244, "other deductions."
[10] Lies in Groups III and VI; see pages 430 and 452, No. 800.
[11] Lies in Groups III and IV; see pages 430 and 436, No. 806.
[12] Lies in Groups III and IV; see pages 432 and 436, No. 868.
[13] Less $104,015, charged to construction.
[14] Lies in Groups III and VI; see pages 432 and 454, No. 870.
[15] Lies in Groups III and VI; see pages 434 and 454, No. 919.
[16] Lies in Groups III and VI; see pages 434 and 454, No. 929.
[17] Lies in Groups III and VI; see pages 434 and 454, No. 930.
[18] "Other deductions."
[19] Lies in Groups IV and V; see pages 436 and 442, No. 984.
[20] Excludes $13,012, charged to construction, and $3,136, included in "other deductions."
[21] Includes $18,484, "other deductions."
[22] Lies in Groups V and VI; see pages 444 and 450, No. 1173.
[23] Includes $171,285, "other deductions."
[24] Lies in Groups V and VI; see pages 444 and 452, No. 1197.
[25] Lies in Groups V and VI; see pages 444 and 452, No. 1228.
[26] Lies in Groups VI, VIII, IX, and X; see pages 448, 462, and 466, No. 1295.
[27] Excludes $118,750, interest on "equipment trust obligations."
[28] Includes $386,137, "other deductions."
[29] Inserted to show proper relation of road following.
[30] Lies in Groups VI and VIII; see pages 448 and 458, No. 1312.
[31] "Salaries and maintenance of organization."
[32] Lies in Groups VI and VII; see pages 448 and 456, No. 1333.
[33] Lies in Groups VI and VIII; see pages 448 and 458, No. 1344.
[34] Lies in Groups VI and VII; see pages 450 and 456, No. 1348.
[35] Lies in Groups VI and VII; see pages 450 and 456, No. 1378.
[36] Lies in Groups VI and VII; see pages 450 and 456, No. 1380.
[37] Excludes $48,484, charged to construction.
[38] Lies in Groups VI, VII, and X; see pages 452, 456, and 466, No. 1438.
[39] Includes $2,329,170, "other deductions."

FOR THE YEAR ENDING JUNE 30, 1893.

C.—*Summary of Operating Expenses and Fixed Charges.*

roads lying in more than one group.]

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS.								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
18,118,106	70.48	29.52	1.888	.95003	.472	.86781	.90152	43
25,621,625	74.32	25.68	1.924	.87484	.421	.87493	.87480	176
30,522,504	66.42	33.58	1.222	.61110	.419	.92513	.87240	428
13,677,442	78.65	21.35	2.076	.86704	.501	1.00951	.95016	758
1,997,914	71.50	28.50	2.589	.84053	.529	1.00882	.93516	767
524,420	68.21	31.79	2.778	.57772	.745	.98215	.73985	800
333,256	77.60	22.40	2.849	.53056	.504	.86397	.67526	806
10,275,787	70.40	29.60	2.049	.59810	.359	.83744	.77006	868
4,117,392	69.33	30.67	1.827	.81993	.559	.93709	.87915	870
4,374,910	75.70	24.30	2.311	.67233	.631	1.06797	.89732	919
2,376,597	73.81	26.19	2.321	.54161	.366	1.01232	.86301	929
14,701,952	76.71	23.29	1.815	.66897	.565	1.06565	.91151	930
10,108,131	69.74	30.26	1.703	.75635	.340	.96254	.89283	984
18,829,717	69.87	30.13	1.762	.71047	.570	.86720	.80583	1173
21,351,267	68.71	31.29	1.950	.77224	.614	1.09663	.97966	1197
3,301,406	65.50	34.50	3.148	.73300	.506	.90792	.84787	1228
26,862,800	65.71	34.29	1.960	.78614	.658	.89183	.85700	1295
								1310
212,226								1312
30,532,626	72.35	27.65	2.254	.90452	.593	.92218	.91575	1334
19,489,622	78.06	21.94	1.974	.78518	.712	.81439	.80330	1344
8,121,291	77.93	22.07	2.692	1.06602	.684	1.11611	1.09773	1348
12,358,802	59.35	40.65	3.065	1.24855	.554	1.35625	1.31600	1378
2,447,150								1380
26,966,929	54.22	45.78	2.094	1.03743	.740	1.13325	1.10198	1438

TABLE IV.—SUPPLEMENT—GENERAL EXPENDITURES

GROUP V. B.—*Fixed Charges*—Continued.

[Showing totalized figures for certain

No.	10	11	12	13	14	15
		EXPENDITURE ASSIGNABLE TO FIXED CHARGES.				
			Designation.			
	Abbreviated name of road.	Amount. Cols. 12+13+14+15	Interest.	Rents.	Taxes.	Miscellaneous.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1520	Un. Pac. Ry.[1]	9,300,031	5,146,838	.....	554,511	[2] 3,654,682
1295	Atch., Top. & S. Fé R. R.:[3]					
1544	Atl. & Pac. R. R.[4]	2,327,135	1,081,700	436,206	120,000	689,180
1604	Mo., Kans. & Tex. Ry.[5]	2,526,115	2,193,193	.....	186,706	[2] 146,216
1731	Sn. Pac. Co.[6]	18,447,304	162,610	15,793,681	1,268,468	[7] 1,222,545

[1] Lies in Groups VII and VIII; see pages 456 and 460, No. 1520.
[2] "Other deductions."
[3] Inserted to show proper relation of road following.
[4] Lies in Groups VIII and X; see pages 458 and 466, No. 1544.
[5] Lies in Groups VIII and IX; see pages 460 and 462, No. 1604.
[6] Lies in Groups IX and X; see pages 462 and 466, No. 1731.
[7] Includes $326,556, "permanent improvements," and $817,736, "other deductions."

FOR THE YEAR ENDING JUNE 30, 1893—Continued.

C.—*Summary of Operating Expenses and Fixed Charges*—Continued.

roads lying in more than one group.]

16	17	18	19	20	21	22	23	
SUMMARY AND DEDUCTIONS								
Total of operating expenses and fixed charges. Cols. 2+11	Proportion assignable to operation. 100×Col. 2 / Col. 16	Proportion assignable to fixed charges. 100×Col. 11 / Col. 16	Cost of carrying one passenger one mile.	Cost of running passenger train one mile.	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile.	Average cost per train mile of all trains earning revenue.	No.
Dollars.	*Per cent.*	*Per cent.*	*Cents.*	*Dollars.*	*Cents.*	*Dollars.*	*Dollars.*	
20,677,816	54.73	45.27	1.992	.94201	.563	1.15714	1.07753	1529
								1295
5,481,373	57.54	42.46	2.480	.81828	1.033	.92176	.88683	1544
10,150,144	75.11	24.89	2.704	.86830	.765	1.06819	1.01113	1604
48,585,493	62.03	37.97	2.033	1.25769	.790	1.25798	1.25783	1731

TABLE V

CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL

DURING

THE YEAR ENDING JUNE 30, 1893.

EXPLANATORY NOTE.

The statistics contained in this table have been compiled on the basis of the territorial grouping adopted in 1890. The assignment of data to groups was made on the same basis as the assignment of railway capital in Table II, as explained on page 233. The roads appearing in column 1 of this table are, with a few exceptions, which are explained by footnotes, those filing reports in season for use in all tabulations. Totalized figures for certain roads lying in more than one group are given in the "Supplement," page 507.

The items in column 6 represent the interest on funded debt that "accrued during the year," and correspond with the figures in column 12 of Table IV–B. The "Miscellaneous," included in column 8, represents interest that "accrued" on "Other Forms of Indebtedness," appearing in column 12 of Table II. A "Condensed Statement of Stocks and Funded Debt Classified by Rate of Dividend or Interest," will be found on page 39, and pages 40 to 44, inclusive, contain similar data, by groups, for "Capital Stock," and for three classes of "Funded Debt." A summary of "Charges against Income on Account of Railway Capital" appears on page 45, including also items of "Other Payments from Net Income."

TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893.

No.	1	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
	Abbreviated name of road.	Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate.
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
	Total—Railways in the United States.	63,661,738	5.72	17,388,147	4.99	250,176,887	4.79	350,096,290	3.62
	Group I	11,972,292	7.44	1,394,018	4.35	8,001,716	5.15	22,096,338	5.12
	Group II	35,397,714	6.80	1,135,191	3.99	57,049,362	5.19	95,641,853	4.30
	Group III	10,637,207	5.43	5,102,672	4.91	30,030,959	4.20	46,472,373	3.25
	Group IV	1,245,786	5.41	485,242	1.06	11,518,435	4.69	14,119,669	2.89
	Group V	4,285,314	4.40	96,107	2.84	21,002,677	4.89	26,134,328	3.34
	Group VI	13,153,738	4.62	7,676,932	8.40	49,871,967	4.83	71,343,764	3.72
	Group VII	2,770,819	5.14	147,273	6.23	14,084,801	5.67	17,153,007	3.89
	Group VIII	1,206,585	4.14	918,896	2.78	27,902,351	4.62	30,773,780	2.63
	Group IX	5,899	14.99			11,389,970	4.01	11,672,938	2.13
	Group X	2,986,384	3.07	312,416	5.00	19,325,549	4.70	23,688,230	2.39
	GROUP I.								
	Total—Group I	11,972,292	7.44	1,394,018	4.35	8,001,716	5.15	22,096,338	5.12
1	**Bang. & Aroostook R. R.**								
2	**Bang. & Piscataq. R. R**					42,313	3.45	42,313	2.67
7	**Benningt. & Rutl. Ry**					33,250	7.00	33,250	2.39
8	**Boston & Alb. R. R**	2,000,000	8.00			312,900	5.34	2,312,900	7.32
9	**N. Brookf. R. R**	3,000	3.00					3,000	3.00
10	**Pittsf. & N. Adams R. R**	22,500	5.00					22,500	5.00
11	**Prov., Web. & Springf. R. R**							4,906	2.04
12	**Ware Riv. R. R**	52,500	7.00					52,500	4.71
13	**Boston & Me. R. R**	1,391,168	8.00	188,988	6.00	961,109	5.39	2,681,806	5.88
14	**Boston & Lowell R. R**	422,058	7.00			358,530	4.53	833,736	5.78
15	**Cent. Mass. R. R**					100,000	5.00	100,000	1.06
16	**Conn. & Pass. Rivs. R. R.**			125,000	5.00	105,000	5.53	230,000	5.14
17	**Nash. & Lowell R. R**	72,000	9.00			17,000	5.67	89,000	8.07
18	**Peterborough R. R**	38,500	10.00					38,500	10.00
22	**Stony Brk. R. R**			21,000	7.00			21,000	7.00
23	**Wilton R. R**	20,400	8.50					20,400	8.49
24	**Conn. Riv. R. R.** [1]	116,100	4.50					138,557	2.85
	Conn. Riv. R. R. [2]	129,000	5.00			25,800	2.00	154,800	3.30
25	**Vt. Vy. R. R. of 1871**	60,000	6.00			40,000	5.00	104,137	5.48
26	**Sullivan Co. R. R**	40,000	8.00					56,741	6.92
27	**Danvers R. R**								
28	**Eu. R. R. in N. H.:** [3]								
29	**Ports. & Dover R. R**	46,140	6.00					46,140	6.00
30	**Kennebunk & Kport. R. R.**	2,925	4.50					2,925	4.50
31	**Lowell & And. R. R**	35,000	7.00			14,299	4.09	49,299	7.47
33	**Manch. & Law. R. R**	100,000	10.00					100,000	7.81
34	**Newburyport R. R**								
35	**Portl., Saco & Ports. R. R.**	90,000	6.00					90,000	6.00
36	**W. Amesb. Brh. R. R**	1,140	2.00			3,990	7.00	5,130	4.50
37	**Worc., Nash. & Roch. R. R.**	183,864	6.00			48,244	4.15	259,780	5.17
38	**St. J. & L. Cham. R. R**					38,050	5.94	38,050	.65
39	**York Harb. & B. R. R**	9,000	3.00					9,000	3.00
40	**Boston, Rev. B. & Lynn R. R.**	42,500	5.00			35,450	5.55	79,771	4.88
41	**Bridgton & Saco Riv. R. R**					6,390	6.00	6,718	3.33
43	**Canadian Pac. Ry.** [4] [Line in Maine.]	1,680	6.00			60,440	1.72	62,120	1.07
48	**Southeastern Ry.** [5]					18,000	.90	18,000	.45
49	**Newpt. & Richf. R. R**					17,500	5.00	17,500	2.50
50	**Cent. Vt. R. R**							89,085	2.33
52	**Consol. R. R. of Vt**					350,000	5.00	350,000	4.35
54	**Montp. & White Riv. R. R**								
55	**New London Nn. R. R**	120,000	8.00			68,120	4.54	188,120	6.27

[1] Operating report for six months ending December 31, 1892.
[2] Financial report for six months ending June 30, 1893.
[3] Report not filed; inserted to show relation of road following.
[4] See page 507, No. 43, for totals covering entire road.
[5] Figures cover 140.10 miles not in United States.

OUP I. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

1	2	3	4	5	6	7	8	9
	DESIGNATION OF ITEMS.							
Abbreviated name of road.	Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100×Col. 8 Tab. II, C. 15
	Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
Clarendon & Pittsf. R. R.							12,360	5.91
Pittsf. & Rutl. R. R								
Conc. & Montreal R. R.	337,530	6.00			235,125	5.98	601,982	5.14
Conc. & Ports. R. R	24,500	7.00					24,500	7.00
Pemigewasset Vy. R. R.	30,735	6.00					30,735	5.90
Suncook Vy. R. R.	14,400	6.00					14,400	4.22
Fitchburg R. R			668,134	4.00	953,254	4.65	1,643,027	3.51
Troy & Benningt. R. R.	9,048	6.00			2,460	6.49	11,448	6.10
Vt. & Mass. R. R.	191,580	6.00			50,000	5.00	241,580	5.74
Gr. Trunk Ry.:[1]								
Atl. & St. Law. R. R.	329,040	6.00			206,280	6.00	535,320	6.00
Norway Brh. R. R.								
Lewiston & Aub. Ry.	18,000	6.00					18,000	6.00
Hoosac Tun. & Wilm. R. R.							11,295	2.46
Kennebec Cent. R. R.	2,400	6.00			800	4.71	4,333	5.64
Lime Rock R. R.	17,250	(2)			17,634	5.34	37,625	4.39
Me. Cent R. R.	335,966	7.50			702,258	6.08	1,054,009	5.95
Belfast & Mooseh. L. R. R.	10,803	2.84	16,062	6.00	6,000	4.08	32,865	4.13
Dexter & Newpt. R. R.	7,320	6.00			10,500	6.00	17,820	5.99
Dexter & Piscataq. R. R.	7,320	6.00			7,000	4.00	14,320	4.82
En. Me. Ry	9,000	4.50					9,000	4.50
European & N. Amer. Ry.	124,630	5.00					124,630	4.99
Knox. & Linc. Ry.	10,000	5.00			56,467	3.89	66,467	4.03
Portl. & Ogdensb. Ry	87,853	2.00			113,950	5.38	201,803	3.10
Upper Coos R. R.	21,000	6.00			45,185	4.33	66,185	4.75
Martha's Vin. R. R. [3]					2,000	5.00	2,000	2.50
Monson R. R.					4,200	6.00	4,814	2.56
Montp. & Wells Riv. R. R. [4]								
Moshassuck Vy. R. R.								
Narragansett Pier R. R.	2,676	2.00			6,678	7.00	9,354	3.91
N. Y. & New Eng. R. R					1,097,090	6.38	1,124,755	2.62
Mer., Waterb. & Conn. Riv. R. R. [5]					3,333	5.00	3,333	2.41
Mer., Waterb. & Conn. Riv. R. R. [6]					19,167	5.00	19,167	2.41
Milf. & Woonsocket R. R.	11,888	8.00			3,000	5.00	14,996	7.19
Milf., Frank. & Prov. R. R.	4,000	4.00			600	6.00	4,640	4.21
Norwich & Worc. R. R.			216,232	8.00	24,000	6.00	240,232	6.71
Prov. & Springf. R. R	31,047	6.00			25,000	5.00	56,047	4.42
R. I. & Mass. R. R. in Mass.	10,000	10.00					10,000	10.00
Rockville R. R. [7]	675	1.00	2,400	6.00			4,089	3.25
Woonsocket & Pascoag R. R.	10,000	5.00			5,000	5.00	15,000	5.00
N. Y., New Hav. & Hartf. R. R.	2,945,535	10.00			116,333	2.71	3,208,420	7.80
Boston & N. Y. Air Line R. R.			119,940	4.00	25,000	5.00	144,940	3.32
Harlem Riv. & Port Chester R. R.					170,000	5.67	170,000	5.54
Housatonic R. R.			28,756	1.00	149,000	4.97	177,756	3.01
Berkshire R. R.	62,100	10.35					62,100	10.34
Danb. & Norwalk R. R.	30,000	5.00			33,500	5.15	63,500	4.88
New Hav. & Derby R. R.	13,410	3.00			88,114	5.77	101,524	5.14
Stockbridge & Pittsf. R. R.	50,703	11.30					50,703	11.30
Naugatuck R. R	200,000	10.00			6,000	4.00	206,000	9.58
New Hav. & Northamp. Co	49,200	2.00			233,000	5.97	282,200	4.44
Holyoke & Westf. R. R.	10,400	4.00			11,600	4.46	22,000	4.23
Prov. & Worc. R. R	350,000	10.00			90,000	6.00	440,000	8.80
Shore Line Ry	80,000	8.00			9,000	4.50	89,074	7.40
W. Stockbridge R. R	2,178	5.50					2,178	5.50

[1] Report not filed; inserted to show relation of three roads following.
[2] Two and one-half per cent on $11,250, and 2 per cent on $6,000.
[3] "Operated only from about the middle of June to the 1st of October of each year."
[4] Report for year ending March 31, 1893.
[5] Operating report for two months ending August 31, 1892.
[6] Financial report for ten months ending June 30, 1893.
[7] Report for year ending September 30, 1893.

GROUP I. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. (8 ÷ Col. 5 Tab. II C. 15)
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
	N. Y., New Hav. & Hartf. R. R.—Continued.								
138	Old Colony R. R	1,027,959	7.58			651,921	5.18	1,757,004	6.13
139	Boston & Prov. R. R	400,000	10.00			101,600	4.69	501,600	7.33
140	Attleb. Brh. R. R	9,219	7.00					9,219	7.00
141	Chatham R. R					1,762	6.05	1,762	1.51
142	Fall Riv. R. R					10,000	5.00	10,000	2.12
145	Prov., War. & Bristol R. R.	14,365	5.00	7,506	5.00			23,479	4.33
146	Phillips & Rangeley R. R					8,570	4.29	9,062	2.89
147	Portl. & Roch. R. R	35,524	6.00			350	3.89	36,506	4.91
148	Portl. & Rumf. Falls Ry	7,500	6.00			15,582	4.15	31,217	3.45
150	Rockport R. R								
151	St. Croix & Penobscot R. R.[1]					7,932	6.01	7,932	3.40
152	Sandy Riv. R. R	5,063	6.00			4,500	5.00	9,720	4.86
155	Shepaug, Litchf. & Nn. R. R								
156	Somerset Ry					11,250	5.00	15,301	1.48
157	S. Manch. R. R								
158	Un. Freight R. R	21,000	7.00					25,041	6.72
159	Wood Riv. Brh. R. R					3,390	6.00	3,595	2.88
160	Woodstock Ry								

[1] Figures cover whole line, 21 miles; 4.75 miles not in United States.

GROUP II. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS. Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II, C. 18
	Total—Group II.....	*Dollars.* 35,397,714	*P. ct.* 6.80	*Dollars.* 1,135,191	*P. ct.* 3.99	*Dollars.* 57,049,362	*P. ct.* 5.19	*Dollars.* 95,641,853	*Per cent.* 4.20
163	Addison & Pa. Ry.[1]	.....	.....	.....	.....	8,271	4.86	11,712	1.74
	Addison & Pa. Ry.[2]	.....	.....	.....	.....	8,015	4.86	12,113	1.74
165	Allegh. & Kinzua R. R.	.....	.....	.....	.....	3,563	1.25	3,562	.43
168	Annap., Wash. & Balt. R. R.	19,660	5.50	.....	.....	.....	.....	19,660	5.31
170	Bachman Vy. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
171	Balt. & Del. Bay R. R.	.....	.....	.....	.....	18,750	5.00	18,750	2.24
173	Balt. & En. Shore R. R.	.....	.....	.....	.....	73,450	4.90	75,912	3.37
174	Bay Ridge & Annap. R. R.	.....	.....	.....	.....	3,000	6.00	3,000	2.10
176	Balt. & Ohio R. R.[3] [Line east of Ohio Riv.]	1,249,838	1.25	300,000	6.00	[4] 2,790,067	4.86	[4] 4,443,265	4.50
178	Balt. & Phila. R. R.	.....	.....	.....	.....	217,800	4.50	217,800	3.01
179	Confluence & Oakl. R. R.	.....	.....	.....	.....	10,000	5.00	10,000	2.23
181	Lanc., Cecil & Sn. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
183	Ohio & Balt. S. Line Ry. (En. Div.)	.....	.....	.....	.....	25,000	5.00	25,000	1.35
184	Parkersburg Brh. R. R.	.....	.....	.....	.....	180,000	.....	250,739	3.08
185	Pittsb. & Connellsv. R. R.	.....	.....	.....	.....	1,182,493	11.03	1,489,550	8.54
186	Berlin R. R.	.....	.....	.....	.....	.....	.....	.....	.....
188	Mt. Pleas. & Broad F. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
189	Somerset & Cambria R. R.	.....	.....	.....	.....	32,550	5.12	32,550	1.99
190	Schuyl. Riv. E. Side R. R.	.....	.....	.....	.....	225,000	5.00	225,000	2.50
192	State Line R. R. (of Pa.)	.....	.....	.....	.....	.....	.....	.....	.....
194	Wash. Co. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
195	Wheel., Pittsb. & Balt. R. R	.....	.....	.....	.....	275,000	5.00	275,000	2.50
197	Berkeley Spgs. & Pot. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
198	Salisbury R. R.	[5] 18,765	18.00	[6] 10,686	78.00	10,500	7.00	39,951	14.81
199	Bang. & Portl. Ry	7,266	6.00	.....	.....	19,200	6.00	26,466	6.00
201	Barclay R. R.	.....	.....	.....	.....	3,800	5.00	3,800	.52
203	Bath & Hammondspt. R. R.	.....	.....	.....	.....	12,000	4.00	12,000	2.93
211	Brownstone & Middlet. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
212	Buff. Ck. Tr. R. R.	.....	.....	.....	.....	.....	.....	1,800	3.59
213	Buff., Roch. & Pittsb. Ry	.....	.....	225,000	5.00	554,246	5.17	803,275	3.41
218	Carth. & Adirondack Ry.[7]	.....	.....	.....	.....	.....	.....	.....	.....
	Carth. & Adirondack Ry.[8]	.....	.....	.....	.....	7,333	.67	7,333	.45
219	Catasauqua & Fogelsv. R. R.	42,690	10.00	.....	.....	6,750	5.00	49,440	7.95
220	Cats. Mtn. Ry	.....	.....	.....	.....	5,223	1.72	5,223	1.29
221	Cairo R. R.	1,194	6.00	.....	.....	1,500	6.00	2,694	6.00
222	Cent. N. Y. & Wn. R. R.[9]	.....	.....	.....	.....	8,750	2.50	8,750	.60
224	Cent. R. R. of N. J	1,573,285	7.00	.....	.....	2,413,486	5.24	4,025,459	5.48
236	Lehigh & Lack. R. R.	.....	.....	.....	.....	42,000	7.00	42,000	4.33
237	Wind Gap & Del. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
238	Lehigh & Susq. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
239	Treeckow R. R	.....	.....	.....	.....	.....	.....	.....	.....
241	Longwood Vy. R. R.: [10]	.....	.....	.....	.....	.....	.....	.....	.....
242	Dover & Rkaway. R. R.	6,000	6.00	.....	.....	2,100	6.00	8,100	6.00
246	Nesquehoning Vy. R. R.	70,930	5.00	.....	.....	.....	.....	70,930	4.99
248	N. Y. & Long Brh. R. R.	226,917	11.35	.....	.....	80,917	4.93	307,834	8.45
256	Wilkesb. & Scran. Ry.	25,000	5.00	.....	.....	22,500	4.50	47,500	4.40
50	Cent. Vt. R. R.: [11]	.....	.....	.....	.....	.....	.....	.....	.....
257	Malone & St. Law. Ry.	.....	.....	.....	.....	12,000	5.00	12,000	2.44
258	Ogdensb. & L. Cham. R. R.	.....	.....	.....	.....	223,800	4.62	223,800	2.83
259	Sar. & St. Law. R. R.	.....	.....	.....	.....	5,000	5.00	5,000	2.78

[1] Report for five months ending November 30, 1892.
[2] Report for seven months ending June 30, 1893.
[3] Group figures assigned by this Office. See page 507, No. 176, for totals covering entire road.
[4] Includes "interest on bonds" of Parkersburg Brh. R. R.; also on $10,000,000 of Pittsb. & Connellsv. R. R.
[5] Accumulated for three years. [6] Accumulated for thirteen years.
[7] Report for ten months ending April 30, 1893. [8] Report for two months ending June 30, 1893.
[9] Report for seven months ending June 30, 1893.
[10] Report not filed; inserted to show relation of road following.
[11] Inserted to show relation of three roads following.

GROUP II. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 6 ÷ Tab. II, C. 15
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
260	Chambersb. & Gettysb. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
261	Chateaugay R. R	.....	.....	.....	.....	.....	.....	.....	.....
262	Chateaugay Ry	.....	.....	.....	.....	12,000	6.00	12,000	3.28
264	Clarion Riv. Ry	.....	.....	.....	.....	.....	.....	614	.44
265	Clove Brh. R. R	.....	.....	.....	.....	.....	.....	.....	.....
266	Con. Term. R. R	1,200	6.00	.....	.....	25,000	5.00	26,200	4.37
269	Cornwall R. R	.....	.....	.....	.....	.....	.....	2,663	6.66
270	Cornwall & Leb. R. R.	152,000	19.00	.....	.....	40,000	5.00	192,000	1.17
272	Coudersport. & Port Alleg. R. R.	22,000	11.00	.....	.....	4,500	6.00	26,500	9.04
273	Coudersport. & Pine Ck. R. R.	6,180	12.00	.....	.....	.....	.....	6,180	12.00
278	Del. & Hud. Canal Co	2,100,000	7.00	.....	.....	688,030	7.00	2,788,030	6.79
279	Alb. & Susq. R. R	245,000	7.00	.....	.....	690,000	6.27	935,000	6.45
283	Nn. Coal & Iron Co	.....	.....	.....	.....	.....	.....	126,200	6.66
284	Renss. & Sar. R. R	800,000	8.00	.....	.....	140,000	7.00	940,000	7.83
285	Alb. & Vt. R. R	18,000	3.00	.....	.....	.....	.....	18,000	3.00
286	Glens Falls R. R	.....	.....	.....	.....	700	7.00	700	.16
287	Sar. & Schen. R. R	31,500	7.00	.....	.....	.....	.....	31,500	7.00
288	Ticonderoga R. R	925	5.00	575	5.00	1,800	6.00	3,300	5.50
289	Adirondack Ry	.....	.....	.....	.....	42,556	4.20	42,556	1.18
290	Del., Lack. & Wn. R. R	[1]1,834,000	7.00	.....	.....	214,690	7.00	2,243,260	8.28
291	Cayuga & Susq. R. R	53,020	9.00	.....	.....	.....	.....	53,020	9.00
292	Greene R. R	12,000	6.00	.....	.....	14,000	7.00	26,000	6.50
293	Hopatcong R. R	.....	.....	.....	.....	.....	.....	.....	.....
294	Mor. & Essex R. R	1,050,000	7.00	.....	.....	1,640,430	6.71	2,690,430	6.77
295	Chester R. R.	.....	.....	.....	.....	6,750	6.75	6,750	3.00
296	Mor. & Essex Ex. R. R.	8,840	4.00	.....	.....	.....	.....	8,840	2.44
297	Newk. & Bloomf. R. R	6,231	6.00	.....	.....	.....	.....	6,231	2.26
298	N. Y., Lack. & Wn. Ry	500,000	5.00	.....	.....	1,144,000	5.36	1,644,000	5.11
299	Oswego & Syr. R. R	118,836	9.00	.....	.....	64,060	5.79	182,896	7.34
300	Passaic & Del. R. R.	5,553	5.00	.....	.....	.....	.....	5,553	4.05
301	Passaic & Del. Ex. R. R.	4,000	4.00	.....	.....	.....	.....	4,000	1.25
302	Utica, Chen. & Susq. Vy. Ry.	240,000	6.00	.....	.....	.....	.....	240,000	5.00
303	Valley R. R. (of N. Y.)	37,500	5.00	.....	.....	20,000	5.00	57,500	4.05
304	Warren R. R	126,000	7.00	.....	.....	94,500	7.00	220,500	6.99
305	Sussex R. R	.....	.....	.....	.....	16,555	7.00	16,555	.88
306	Syr. & Baldwinsv. Ry. [2]	.....	.....	.....	.....	1,392	1.21	1,392	.05
307	Syr., Bing. & N. Y. R. R	200,000	8.00	.....	.....	137,620	7.00	337,620	7.44
308	Del. Riv. R. R	.....	.....	.....	.....	3,900	6.00	14,302	4.98
310	Del., Susq. & Schuyl. R. R	400,000	40.00	.....	.....	.....	.....	416,377	29.32
318	Elm., Cort. & Nn. R. R	.....	.....	.....	.....	46,400	2.32	48,895	1.29
319	Canastota Nn. R. R	.....	.....	.....	.....	18,000	6.00	18,000	3.54
321	Emp. & Rich. Vy. R. R	.....	.....	.....	.....	.....	.....	.....	.....
322	Erie & Wyo. Vy. R. R	.....	.....	.....	.....	180,000	6.00	206,466	4.09
323	Jones L. R. R	1,200	6.00	.....	.....	.....	.....	1,200	6.00
324	Fall Brk. Ry	270,000	6.00	41,250	8.25	51,600	7.27	362,850	6.62
325	Pine Ck. Ry	.....	.....	.....	.....	214,250	6.04	225,777	4.64
326	Syr., Geneva & Corng. Ry.	145,750	11.00	.....	.....	83,058	6.16	228,808	8.58
327	Falls Ck. R. R	2,323	7.75	.....	.....	.....	.....	2,323	7.73
330	Fonda, Johnst. & Glov. R. R.	15,000	5.00	.....	.....	33,000	6.60	50,525	5.82
332	Genesee & Wyo. Vy. Ry	.....	.....	.....	.....	7,500	6.00	7,500	2.71
85	Gr. Trunk Ry.: [3]								
335	U. S. & Can. R. R.	.....	.....	.....	.....	11,250	2.60	11,422	1.66
338	Green Ridge R. R. of Md. [4]	.....	.....	.....	.....	.....	.....	.....	.....
339	Greenlick Ry	.....	.....	.....	.....	.....	.....	.....	.....
340	Greenwich & Johnsonv. Ry.	10,620	9.00	.....	.....	.....	.....	10,620	9.00
344	Hunter's Run & Slate Belt R. R.	.....	.....	.....	.....	.....	.....	.....	.....
346	Ironton R. R	12,000	6.00	.....	.....	.....	.....	12,009	5.76
347	Island R. R	.....	.....	.....	.....	13,125	5.25	13,125	2.76
351	Kanona & Prattsb. R. R	.....	.....	.....	.....	.....	.....	9,600	3.41
357	Kinzua Vy. R. R	.....	.....	.....	.....	.....	.....	.....	.....

[1] Includes dividends on $10,000,000, apportioned "to other properties."
[2] Road not in operation.
[3] Report not filed; inserted to show relation of road following.
[4] Private road.

GROUP II. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

1	2	3	4	5	6	7	8	9
	DESIGNATION OF ITEMS.							
Abbreviated name of road.	Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II, C. 15
	Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
Lack. & Montrose R. R.								
L. Cham. & Moriah R. R.	12,000	6.00					12,000	6.00
Lebanon Spgs. R. R.							150	.45
Lehigh & Hud. Riv. Ry.					110,287	5.16	125,246	3.17
S. Easton & Phillipsb. R. R.								
Orange Co. R. R.								
Ligonier Vy. R. R.	9,600	6.00			3,750	5.00	13,350	5.61
Little Saw Mill Run R. R.	5,781	4.00			10,492	6.97	16,273	5.52
Long I. R. R.	600,000	5.00			1,576,860	3.86	[1] 1,206,699	4.29
N. Y. & Rkaway. R. R.					17,500	7.00	17,500	7.00
N. Y., Bklyn. & Manh. B. Ry.			32,500	5.00	79,150	5.52	111,650	4.59
Marine Ry								
N. Y. & Rkaway. R. Ry.					39,057	2.08	39,057	1.34
Mahoning Vy. R. R.					3,600	5.63	13,055	4.52
McKeespt. Con. R. R.								
Middlesex Vy. R. R. [2]								
Monongahela Con. R. R.	27,000	6.00			12,000	6.00	39,909	5.65
Monongahela Riv. & Streets Run R. R.								
Mont Alto R. R.					7,500	6.00	7,500	2.08
Montrose Ry	9,147	3.00					9,147	2.99
Mt. Hope Minl. R. R.	8,000	5.00					8,000	4.97
Mt. Jew. & Smethpt. R. R.								
Mt. Jew., Kinzua & Riterav. R. R.					4,800	6.00	4,982	3.01
Kinzua Hemlock R. R.								
Mt. Penn Gravity R. R.							[3] 3,600	1.89
Newb., Dutch. & Conn. R. R.					14,575	1.01	15,160	.89
N. J. & N. Y. R. R.					29,000	5.28	29,000	.84
N. J. & N. Y. Ex. R. R.	4,200	7.00			7,200	6.00	11,400	5.92
Newpt. & Sherman's Vy. R. R.					6,250	5.00	6,250	2.35
N. Y. & Nn. Ry.					188,009	4.13	188,011	1.35
Mahopac Falls R. R.								
N. Y. Cent. & Hud. Riv. R. R.	4,471,415	5.00			3,981,510	5.82	8,651,010	5.14
Amst., Chucta. & Nn. R. R.								
N. J. Jctn. R. R.					68,000	4.00	68,000	3.78
N. Y. & Harlem R. R.	691,548	8.00	106,452	8.00	840,000	7.00	1,640,000	7.43
Rome, Watert. & Ogdensb. R. R.	442,979	5.00			578,788	4.48	1,021,767	4.46
Niag. Falls Brh. R. R.	17,500	7.00					17,500	7.00
Oswego & Rome R. R.					44,500	5.93	44,500	4.56
Utica & Black Riv. R. R.	155,610	7.00			99,000	4.95	254,610	6.03
Carth., Watert. & Sack. Harb. R. R.					18,000	6.00	18,000	2.29
Spuy. Duy. & Port Mor. R. R.	79,120	8.00					79,120	8.00
Troy & Greenbush R. R.	19,208	7.00					19,208	7.00
Troy Un. R. R.								
W. Shore R. R.					2,000,000	4.00	2,000,000	3.33
Beech Ck. R. R.	217,500	4.00			210,833	4.05	452,434	3.99
Mohawk & Malone Ry. [4]							533	.24
Mohawk & Malone Ry. [5]					16,667	6.67	16,667	.24
Wallkill Vy. R. R.					17,500	3.02	17,500	1.83
N. Y., L. Erie & Wn. R. R.					4,952,392	5.93	5,150,570	2.90
Avon, Geneseo & Mt. Mor. R. R.	13,500	6.00					13,500	6.00
Buff. & S. Wn. R. R.			33,028	7.00	90,000	6.00	123,028	4.93
Buff., N. Y. & Erie R. R. : [6] Roch. & Genesee Vy. R. R.	33,312	6.00					33,312	6.00

[1] Includes 4½ per cent interest on $2,750,000, apportioned "to other properties."
[2] Report for ten months ending June 30, 1893.
[3] Excludes $625, interest on "second mortgage bonds" deposited as collateral.
[4] Operating report for ten months ending April 30, 1893.
[5] Operating report for two months ending June 30, 1893.
[6] Report not filed; inserted to show relation of road following.

GROUP II. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
	Abbreviated name of road.	Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II, C. 15
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
	N. Y., L. Erie & Wn. R. R.—Continued.								
439	Goshen & Deckert. Ry	4,810	5.00			14,790	6.00	19,600	5.72
444	Montg. & Erie Ry	6,750	4.50			8,525	5.00	15,275	4.77
449	Nn. R. R. of N. J	40,000	4.00			39,240	6.00	79,240	3.99
450	Nyack & Nn. R. R					9,525	6.05	9,525	3.57
451	Pat. & Hud. Riv. R. R	50,400	8.00					50,400	8.00
452	Pat. & Ramapo R. R	23,840	8.00					23,840	8.00
453	Union R. R. (of N. Y.)								
455	Susp. Brg. & Erie Jctn. R. R.: [1]								
456	Lockport & Buff. Ry	12,284	9.50			9,800	7.00	22,084	8.00
457	N. Y. & Greenwood L. Ry.					11,073	.36	30,061	.99
460	Tioga R. R					50,475	6.39	50,475	3.63
463	N. Y., Ont. & Wn. Ry					528,349	4.37	[2] 527,716	.73
464	Ont., Carb. & Scran. Ry					75,000	5.00	75,000	2.05
465	Rome & Clinton R. R	21,581	6.25					21,581	6.25
466	Utica, Clinton & Bing. R. R.	24,338	3.75	10,000	5.00	40,000	5.00	74,338	4.44
467	Wharton Vy. Ry					3,750	5.00	3,750	2.59
468	N. Y., Phila. & Norf. R. R					135,832	4.13	179,940	2.95
469	N. Y., Susq. & Wn. R. R			100,000	1.25	503,880	5.00	603,880	1.74
475	Nn. Adirondack R. R					4,620	6.00	17,426	1.28
476	Oil Cy. & Ridg. Ry. & Min. Co. [3]								
477	Oregon & Tex. Ry								
479	Owasco Riv. Ry								
872	Pennsylvania Co.: [4]								
480	Waynesb. & Wash. R. R					6,923	7.00	6,923	3.65
481	Pennsylvania R. R	6,972,598	5.50			4,731,391	5.17	11,703,989	4.69
482	Bald Eagle Vy. R. R	140,625	10.00			21,120	6.07	161,745	8.59
483	Bedford & Bridgpt. Ry					85,000	5.00	85,000	3.99
484	Bustleton R. R								
485	Cambria & Clearf. R. R					44,550	3.80	44,550	1.74
486	Col. & Port Deposit Ry	60,000	10.00			72,000	4.00	132,560	4.73
487	Cols., Kink. & Springf. R. R.					9,086	7.00	9,086	2.62
488	Cresson & Clearf. Co. & N. Y. S. Route R. R. [5]					22,500	3.00	26,136	1.37
489	Downingt. & Lanc. R. R					12,000	4.00	12,000	1.41
490	Engelside R. R								
491	Freeh. & Jamesb. Agricl. R. R.	17,676	6.00			26,416	5.30	44,092	5.62
492	Fred. & Pa. Line R. R					15,000	6.00	15,000	1.13
493	Han. & York R. R					9,555	5.62	9,855	1.96
494	Harrisb., Ports., Mt. Joy & Lanc. R. R.	82,779	7.00			28,000	4.00	110,779	5.71
495	Johnsonburg R. R					12,000	6.00	12,000	2.80
496	Kensington & Tacony R. R								
497	Lewisb. & Tyrone R. R							14,709	.98
494	Littlestown R. R. [6]								
498	Long B. R. R								
499	McKeespt. & Bessemer R. R.							21,968	3.60
500	Mifflin & Centre Co. R. R					12,000	6.00	12,000	2.88
501	Millst. & New Bruns. R. R								
502	Nescopec R. R					10,000	5.00	10,000	1.86
503	N. Y. Bay R. R. [7]								
504	N. & W. Brh. Ry	90,000	6.00			90,000	6.00	180,000	5.99
505	Pa. Schuyl. Vy. R. R					350,000	5.00	350,051	2.41
506	Perth Amb. & Woodbrg. R. R.	22,840	10.00			4,000	4.00	26,840	8.13

[1] Report not filed; inserted to show relation of road following.
[2] Excludes a credit item of $633, "interest on interest-bearing current liabilities."
[3] Road not in operation.
[4] Inserted to show relation of road following.
[5] Report for six months ending June 30, 1893.
[6] Report for six months ending December 31, 1892. Consolidated with Han. & York R. R., December 31, 1892.
[7] Road under construction.

OUP II. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

1	2	3	4	5	6	7	8	9
Abbreviated name of road.	DESIGNATION OF ITEMS.							
	Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100×Col. 8 / Tab. II, C. 15
	Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
Pennsylvania R. R.—Contd.								
Phila. & Erie R. R	.....	.....	168,000	7.00	1,042,470	5.30	1,210,470	4.01
Phila. & Long Brh. R. R.	.....	.....	.....	.....	37,500	5.00	37,500	1.68
Phila., Germant. & Chest. H. R. R.	.....	.....	.....	.....	45,000	3.18	54,315	2.11
Pittsb., Va. & Charleston Ry.	101,240	5.00	.....	.....	191,250	4.72	292,490	4.78
Pomeroy & Newk. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
Ridg. & Clearf. R. R.	29,460	6.00	.....	.....	24,550	5.00	54,010	5.50
Riverfront R. R.	10,800	5.00	.....	.....	9,720	4.50	20,520	3.40
S. Fork R. R	.....	.....	.....	.....	.....	.....	.....	.....
S. W. Pa. Ry	149,990	10.00	.....	.....	63,000	7.00	212,990	8.70
Sunb. & Lewistown Ry	48,000	8.00	.....	.....	35,000	7.00	83,000	6.89
Sunb., Haz. & Wilkesb. Ry.	60,000	6.00	.....	.....	142,100	5.61	202,100	5.71
Susq. & Clearf. R. R.	.....	.....	.....	.....	14,250	5.00	14,250	2.15
Tipton R. R.	.....	.....	.....	.....	.....	.....	.....	.....
Trenton Del. Brg. Co	5,967	3.00	.....	.....	24,500	5.44	30,467	4.70
Turtle Ck. Vy. R. R. [1]	.....	.....	.....	.....	.....	.....	.....	.....
Tyrone & Clearf. Ry.	50,000	5.00	.....	.....	50,000	5.00	100,000	4.75
United N. J. R. R. & Canal Co.	2,124,040	10.00	.....	.....	1,064,215	5.16	3,188,255	5.87
Belvidere Del. R. R	69,000	6.00	.....	.....	157,378	5.52	226,378	5.66
Camden & Burl. Co. R. R	22,916	6.00	.....	.....	21,000	6.00	43,916	5.89
Mt. Holly, Lumb. & Medf. R. R.	5,739	6.00	.....	.....	5,250	7.00	10,989	6.44
Phila. & Trenton R. R.	49,410	10.00	.....	.....	.....	.....	49,410	1.53
Connecting Ry	76,698	6.00	.....	.....	59,460	6.00	136,158	4.03
Rocky H. R. R. & Transp. Co.	1,122	6.00	.....	.....	.....	.....	1,122	2.46
Vincentown Brh. R. R.	[2] 900	6.00	.....	.....	.....	.....	[2]900	6.00
W. Chester R. R	8,250	5.00	.....	.....	3,750	4.09	12,000	4.46
Wn. Pa. R. R.	142,000	8.00	.....	.....	204,126	4.60	349,304	5.59
Allegh. Vy. Ry	.....	.....	.....	.....	1,130,672	6.65	1,130,672	2.57
Camden & Atl. R. R	.....	.....	.....	.....	96,341	6.05	110,441	3.23
Phila., Marl. & Medf. R. R.	.....	.....	.....	.....	5,000	5.00	5,000	2.43
Cumb. Vy. R. R	103,436	8.00	38,792	8.00	21,640	8.00	163,868	7.54
Gumb. Vy. & Martinsb. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
Dillsb. & Mechsb. R. R.	.....	.....	.....	.....	6,000	6.00	6,000	2.95
Sn. Pa. Ry. & Min. Co	.....	.....	.....	.....	43,750	7.00	43,750	2.74
Junction R. R. (of Phila.)	75,000	30.00	.....	.....	37,125	5.12	112,125	11.33
Nn. Cent. Ry.	676,625	9.00	.....	.....	799,950	5.60	1,476,575	6.35
Elm. & L. Ont. R. R.	.....	.....	.....	.....	25,000	5.00	25,000	1.24
Elm. & Williamspt. R. R.	22,800	4.56	31,700	6.34	88,500	5.64	143,000	5.50
Lykens Vy. R. R. & Coal Co.	60,000	10.00	.....	.....	.....	.....	60,000	10.00
Sham. Vy. & Pottsv. R. R.	52,167	6.00	.....	.....	140,000	7.00	192,167	6.53
Un. R. R. (of Balt.)	360,000	30.00	.....	.....	90,000	6.00	450,000	16.67
Phila., Wilm. & Balt. R. R.	886,451	7.50	.....	.....	293,823	4.43	1,179,998	6.00
Balt. & Pot. R. R	.....	.....	.....	.....	420,000	5.60	420,000	3.18
Catonsv. S. Line R. R.	.....	.....	.....	.....	.....	.....	.....	.....
Cambridge & Seaf. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
Delaware R. R	132,453	6.00	.....	.....	55,080	5.32	187,533	5.64
Del. & Ches. Ry	.....	.....	.....	.....	16,000	4.00	16,000	1.08
Del., Md. & Va. R. R	.....	.....	.....	.....	37,550	3.63	37,550	1.79
Phila. & Balt. Cent. R. R.	.....	.....	.....	.....	104,000	4.73	105,060	2.24
Chester Ck. R. R.	11,100	6.00	.....	.....	11,100	6.00	22,200	4.74
Queen Anne's & Kent R. R.	.....	.....	.....	.....	.....	.....	.....	.....
S. Chester R. R	.....	.....	.....	.....	.....	.....	.....	.....
W. Jersey R. R	146,179	7.00	6,747	6.00	203,574	6.28	367,468	6.48
Alloway & Quinton R. R.	.....	.....	.....	.....	.....	.....	.....	.....
W. Jersey & Atl. R. R.	.....	.....	.....	.....	11,880	5.03	11,880	.96

Report for eleven months ending May 31, 1893. Purchased by and merged in the Pennsylvania R. R., May 31, 1893.

[2] Capital stock $25,000. Dividends are, by agreement, paid only on $15,000; balance owned by one which receives no dividends.

GROUP II. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
	Abbreviated name of road.	Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. (col. 8 × col. 6 ÷ Table II, col. 15)
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
569	Phila. & Read. R. R					7,324,913	4.43	7,522,600	3.41
570	Allentown R. R								
571	Allentown Term. R. R	22,500	5.00			18,000	4.00	40,500	4.00
572	Chest. H. R. R	14,478	12.00					14,478	11.96
574	Colebrookdale R. R					36,000	6.00	36,000	2.90
575	Danv. & Sham. R. R. [1]								
576	Dauphin & Berks R. R								
577	Del. & Bound Brk. R. R	144,000	8.00			123,000	6.83	267,000	7.35
578	E. Trenton R. R								
579	E. Pa. R. R	103,827	6.00			19,800	4.00	123,627	5.55
580	Lehigh Vy. R. R	2,218,414	5.50	10,630	10.00	1,995,230	5.88	4,224,274	5.34
581	Buff. Ck. R. R	26,250	10.50			26,700	5.47	52,950	7.09
582	Easton & Amb. R. R					300,000	5.00	300,000	2.50
583	Lehigh Vy. Term. Ry					500,000	5.00	500,000	2.50
584	Lehigh Vy. Ry					675,000	4.50	675,000	2.79
585	Hayt's Cor., Ovid & Wil. R. R.								
586	Loyalsock R. R								
587	Pa. & N. Y. Canal & R. R. Co.					530,000	5.30	530,000	4.75
590	State Line & Sullivan R. R.					[2] 16,800	5.60	[2] 16,800	1.59
591	Wav. & State Line R. R.								
592	Wilkesb. & Harvey's L. R. R.								
593	Little Schuyl. Nav. R. R. & Coal Co.	174,150	7.00					174,150	6.95
594	E. Mahanoy R. R	28,870	2.90					28,870	5.56
595	Mill Ck. & Mine H. Nav. & R. R. Co.	32,338	10.00					32,338	9.99
596	Mine H. & Schuyl. Nav. R. R.	315,765	7.50					315,765	7.49
597	Mt. Carb. & Port Carb. R. R.	15,812	5.60	16,376	5.80			32,188	11.39
598	Norrist. Jctn. R. R					1,900	5.00	1,900	3.25
599	N. Pa. R. R	377,660	8.00			492,000	6.56	869,660	6.94
600	Phila. & Frankf. R. R								
601	Phila. & Read. Term. R. R					[3]		150,000	1.39
602	Phila., Germant. & Norrist. R. R.	247,159	11.00					247,196	10.97
603	Plymouth R. R								
604	Phila., Harrisb. & Pittsb. R. R.								
605	Pickering Vy. R. R					23,261	7.00	23,261	2.36
606	Schuyl. & Lehigh R. R					51,000	5.10	51,000	4.72
607	Schuyl. Riv. W. Side R. R.								
608	Schuyl. Vy. Nav. & R. R. Co.	28,803	5.00					28,803	5.00
609	Shamo., Sunb. & Lewisb. R. R.					110,000	5.50	110,000	2.75
610	Slatington R. R					111,303	5.00	123,817	2.39
611	Atl. Cy. R. R								
612	Brigantine B. R. R					1,950	5.00	1,950	.84
613	Camden Co. R. R					712	3.19	712	.30
614	Chester & Del. Riv. R. R					32,230	5.62	32,238	2.46
615	Gettysb. & Harrisb. Ry								
616	Middlet. & Hummelst. R. R.								
617	N. E. Pa. R. R					20,000	5.00	20,000	1.53
618	Pa., Pough. & Boston R. R					124,776	5.99	139,362	2.49
620	Perkiomen R. R					96,230	4.48	96,230	3.22
621	Phila. & Chester Vy. R. R					18,025	4.74	18,025	1.54
622	Phila. & Nn. R. R. [1]								
623	Port Read. R. R					75,000	5.00	75,167	2.28
624	Read. & Col. R. R					110,500	5.50	110,699	2.76
626	Read., Mari. & Han. R. R.								

[1] Road under construction.
[2] Includes interest on $75,000, apportioned "to other properties."
[3] Charged to construction.

ROUP II. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

o.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II, C. 15
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
	Phila. & Read. R. R.—Contd.								
27	Rupert & Bloomsb. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
28	Stony Ck. R. R.	.....	.....	.....	.....	24,500	7.00	24,830	2.23
29	Tamaqua, Haz. & Nn. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
30	Phila., Newt. & N. Y. R. R.	.....	.....	.....	.....	17,500	2.50	17,500	.76
31	Phila., Read. & New Eng. R. R.	.....	.....	.....	.....	220,833	2.19	244,141	1.39
32	Dutchess Co. R. R.	.....	.....	.....	.....	21,000	6.00	21,000	3.23
34	Port Jer., Monti. & N. Y. R. R.	.....	.....	.....	.....	21,840	6.00	26,554	2.90
35	Pough. & En. Ry. [1]	.....	.....	.....	.....	.....	.....	.....	.....
40	Reynoldsv. & Falls Ck. R. R.	10,200	6.00	.....	.....	5,100	3.00	15,300	4.03
41	Roch. & L. Ont. Ry.	9,750	15.00	.....	.....	.....	.....	9,750	14.98
46	Sharpsville R. R.	.....	.....	.....	.....	.....	.....	6,434	1.36
48	Sinnemahoning Vy. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
50	Slate Run R. R.	.....	.....	.....	.....	.....	.....	.....	.....
53	Staten I. Rap. Trans. R. R.	.....	.....	.....	.....	185,000	2.31	204,894	2.22
54	Staten I. Ry.	56,000	26.67	.....	.....	20,250	6.75	76,250	14.95
56	Stewartstown R. R.	3,850	5.50	.....	.....	.....	.....	3,850	5.50
61	Ulster & Del. R. R.	.....	.....	.....	.....	73,646	3.97	73,646	1.99
62	Del. & Otsego R. R.	.....	.....	.....	.....	.....	.....	.....	.....
64	Kaaterskill R. R.	.....	.....	.....	.....	3,300	6.00	3,840	3.66
66	Stony Clove & Cats. Mtn. R. R.	6,200	5.00	.....	.....	9,625	5.00	15,825	1.20
73	Wellsv., Coudersp. & Pine Ck. R. R.	1,881	3.00	.....	.....	1,840	6.69	3,721	3.80
75	Wn. Md. R. R.	.....	.....	.....	.....	222,752	4.73	222,752	3.52
76	Balt. & Cumb. Vy. R. R.	.....	.....	.....	.....	4,368	6.00	4,368	2.87
77	Balt. & Cumb. Vy. R. R. Ex.	18,900	7.00	.....	.....	13,800	6.00	32,700	6.33
78	Balt. & Cumb. Vy. Ry.	.....	.....	.....	.....	2,910	6.00	2,910	3.15
79	Balt. & Harrisb. Ry.	.....	.....	1,455	5.00	36,120	5.24	37,575	2.56
81	Berlin Brh. R. R.	.....	.....	.....	.....	2,574	6.00	2,786	2.53
82	Wn. N. Y. & Pa. R. R.	.....	.....	.....	.....	1,297,019	3.61	1,297,019	1.95
85	Williams Vy. R. R.	.....	.....	.....	.....	1,770	2.03	1,770	.71
86	Williamspt. & N. Brh. R. R.	.....	.....	.....	.....	24,135	3.58	24,683	1.60
87	Wilm. & Nn. R. R.	.....	.....	.....	.....	38,305	4.97	38,305	1.73

[1] Report for period, April 13 to June 30, 1893.

GROUP III. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS. Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II. C. 15
	Total—Group III.....	*Dollars.* 10,637,207	*P. ct.* 5.43	*Dollars.* 5,102,072	*P. ct.* 4.91	*Dollars.* 30,030,059	*P. ct.* 4.20	*Dollars.* 46,472,373	*Per cent.* 3.25
699	Addyston & Ohio Riv. R. R.								
700	Alliance & Nn. R. R								
176	Balt. & Ohio R. R.[1] [Line west of Ohio Riv.]					868,558	4.94	900,734	5.12
702	Balt. & Ohio & Chic. R. R					464,640	6.00	464,640	3.85
703	Akron & Chic. Jctn. R. R.					75,000	5.00	75,000	1.94
704	Cent. Ohio R. R	146,901	6.00	24,693	6.00	112,500	4.50	284,094	5.30
705	Sdsky., Mansf. & Newk. R. R.	36,581	3.00			161,000	7.00	197,581	5.70
708	Newk., Somerset & Stav. R. R.			13,041	5.65	40,000	5.00	53,041	2.13
709	Pittsb. & Wn. Ry					536,014	4.02	618,500	2.11
711	Pittsb., Clev. & Tol. R. R.					144,000	6.00	144,320	2.38
714	Vy. Ry. (of Ohio.)					[2] 45	.32	4,503	1.40
715	Balt. & Ohio S. Wn. R. R					503,325	1.64	503,325	1.39
718	Beaver & Ellwood R. R								
720	Bellaire, Zanesv. & Cin. Ry							465	.02
723	Cent. Un. Depot & Ry. Co. of Cin.					11,250	4.50	11,250	1.17
725	Chic. & S. Bend R. R.[3]								
727	Chic. & W. Mich. Ry	211,296	3.00			365,645	4.70	579,174	3.66
729	Det., Lans. & Nn. R. R					223,540	6.55	227,937	2.75
731	Sag. & Wn. R. R.	315	7.00			33,960	6.00	34,275	5.01
732	Sag. Vy. & St. L. R. R.					35,680	8.00	35,680	4.12
733	Sag. & Gr. Rap. R. R.	5,600	8.00					5,600	8.00
734	Gr. Rap. Tr. & Jctn. R. R.								
736	Cin. & Westwood R. R					5,940	5.94	6,272	1.91
737	Cin., Georget. & Ports. R. R.					15,120	6.00	15,120	2.21
738	Cin., Ham. & Day. R. R.	200,000	5.00	64,556	4.00	362,001	4.50	659,648	4.24
743	Day. & Mich. R. R.	83,888	3.50	96,900	8.00	137,460	5.04	318,248	4.38
745	Cin., Day. & Chic. R. R.								
746	Cin., Ham. & Indpls. R. R.					126,000	5.04	126,000	2.52
747	Cin., Jack. & Mack. Ry								
748	Cin., Leb. & Nn. Ry					10,000	2.69	10,000	.71
751	Cin., Ports. & Va. R. R								
753	Clev. & Mari. Ry					45,622	5.52	55,268	1.87
754	Clev., Akron & Cols. Ry	50,000	1.25			128,771	4.07	179,539	2.45
755	Clev., Cant. & Sn. R. R					206,579	3.97	281,559	1.44
756	Clev. Belt & Term. R. R.[4]			1,347	3.00			2,338	.66
758	Clev., Cin., Chic. & St. L. Ry.[5] [Line east of Terre Haute, Ind.]	601,356	3.00	357,950	5.00	1,732,395	5.03	2,734,436	4.06
764	Day. & Un. R. R					19,313	6.92	19,392	5.00
765	Mt. Gil. S. Line Ry								
767	Peoria & En. Ry.[6] [Line east of Danville, Ill.]					268,740	3.08	268,740	1.74
768	Clev., Lor. & Wheel. R. R.					64,900	6.90	64,900	.98
769	Cols., Hock. Vy. & Tol. Ry.			100,000	5.00	974,357	5.77	1,081,506	3.37
770	Cols., Shawnee & Hock. Ry.					226,448	4.36	226,448	2.26
772	Crawf. & Manistee Riv. Ry								
779	Ellwood Con. R. R								
780	Evansv. & T. Haute R. R.	300,000	10.00			305,575	5.21	605,575	6.28
781	Evansv. Belt Ry							1,067	.66
782	Evansv. & Indpls. R. R					152,510	6.06	152,510	3.32
783	Evansv. & Rich. R. R					70,000	5.00	72,104	2.42
786	Find., Ft. Way. & Wn. R. R.								

[1] Group figures assigned by this Office. See page 507, No. 176, for totals covering entire road.
[2] Exclusive of $304.72 charged to operating expenses.
[3] Report for period, April 15, 1892 to June 30, 1893. [4] Report for six months ending June 30, 1893.
[5] Group figures assigned by this Office. See page 507, No. 758, for totals covering entire road.
[6] Group figures assigned by this Office. See page 507, No. 767, for totals covering entire road.

GROUP III. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS. Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II, C. 15
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
787	Flint & Père Marq. R. R.			253,680	4.00	582,507	5.68	859,660	4.09
85	Gr. Trunk Ry.: [1]								
790	Chic. & Gr. Trunk Ry					659,992	5.50	787,226	3.81
791	Gr. Trunk Jctn. Ry.					186,582	4.82	186,582	4.10
792	Cin., Sag. & Mack. R. R.					84,000	5.00	84,000	2.57
793	Chic., Det. & Can. Gr. Trunk Jctn. Ry.	43,800	4.00			65,700	3.68	109,500	3.80
794	Det., Gr. Hav. & Milw. Ry.					324,500	5.98	361,162	4.63
795	Mich. Air Line Ry.					75,434	5.00	75,434	4.15
796	Tol., Sag. & Musk. Ry.					78,000	5.00	78,000	2.33
797	Hancock & Calumet R. R.	8,750	2.50			16,500	4.13	28,071	3.28
799	Ind. Nn. Ry.								
800	Indpls., Dec. & Wn. Ry. [2] [Line in Indiana.]					66,440	3.13	66,440	2.25
801	Indpls. Un. Ry.					43,800	4.38	43,800	2.30
803	Iron Ry.								
805	Ivorydale & Mill Ck. Vy. Ry	4,500	4.50					4,500	
806	Kanawha & Mich. Ry. [3] [Line north of Ohio Riv.]					27,834	3.24	29,687	5.68
807	L. Co. R. R.								
808	L. Erie & Wn. R. R.			592,000	5.00	438,167	4.90	1,030,167	3.09
809	L. Erie, Alliance & Sn. Ry.					21,960	1.08	21,960	.43
810	L. Shore & Mich. Sn. Ry.	2,967,990	6.00	53,350	10.00	3,192,470	7.05	6,213,810	6.30
811	Det. & Chic. R. R.								
812	Det., Hillsd. & S. Wn. R. R.	54,000	4.00					54,000	4.00
813	Det., Monroe & Tol. R. R.								
814	Ft. Way. & Jack. R. R.			126,028	5.50			126,028	4.62
815	Jamest. & Frank. R. R.					44,590	5.59	44,590	1.71
816	Kal. & White Pigeon R. R.								
817	Kal., All. & Gr. Rap. R. R.	36,600	6.00			42,000	5.00	78,600	5.42
818	Mahon. Coal R. R.	120,000	8.00	33,093	5.00	75,000	5.00	228,093	6.00
819	Nn. Cent. Mich. R. R.								
821	Silv. Ck. & Dunk. Ry.								
822	Sturgis, Goshen & St. L. R. R.					9,660	3.00	9,660	.73
823	Tol. & Ohio Nn. Ry. [4]								
824	Lakeside & Marbleh. R. R.					8,355	6.10	8,355	2.76
826	Louisv., Evansv. & St. L. Consol. R. R.	259,700				490,237	4.73	785,637	5.13
827	Louisv., New Alb. & Chic. Ry.					740,000	5.78	763,809	2.92
830	Louisv., New Alb. & Cdn. R. R.					3,000	6.00	4,571	2.04
832	Manistee & Gr. Rap. R. R. [5]								
837	Mason & Oceana R. R.							3,336	1.32
838	Mich. Cent. R. R.	1,030,601	5.50			1,067,800	5.81	2,098,401	5.47
839	Battle Ck. & Sturgis Ry.					15,000	3.00	15,000	1.50
840	Bay Cy. & Battle Ck. Ry.					7,500	3.00	7,500	1.36
841	Can. Sn. Brg. Co.					70,000	7.00	70,000	2.47
842	Det. & Bay Cy. R. R.					([6])			
844	Gr. Riv. Vy. R. R.	24,560	5.00			([6])		24,560	5.00
845	Jack., Lans. & Sag. R. R.	70,000	3.50			112,533	5.06	182,533	4.32
846	Joliet & Nn. Ind. R. R.	24,000	8.00			56,000	7.00	80,000	7.27
847	Kal. & S. Hav. R. R.					([6])			
848	Mich. Air Line R. R.					([6])			
849	Mich., Midl. & Can. R. R.					22,610	6.99	22,610	2.02
850	Sag. Bay & N. Wn. R. R.								
852	Tol., Can. Sn. & Det. Ry.					105,000	7.00	105,000	2.04
853	Middlet. & Cin. Ry.								
854	Mini. Range R. R.					16,238	4.59	16,238	1.68
856	New Castle & Butler R. R.								

[1] Report not filed; inserted to show relation of seven roads following.
[2] See page 507, No. 800, for totals covering entire road.
[3] Group figures assigned by this Office. See page 507, No. 806, for totals covering entire road.
[4] Road not in operation. [5] Report for year ending December 31, 1892.
[6] Bonds are included in amount outstanding of funded debt of Mich. Cent. R. R.

GROUP III. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS. Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. (see Col. 8 Tab. II, C. S.)
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
400	N. Y. Cent. & Hud. Riv. R. R.: [1]								
857	Dunk., Allegh. Vy. & Pittsb. R. R.	[2]				[2]			
859	N. Y., Chic. & St. L. R. R.			150,000	3.00	782,940	4.01	932,940	1.84
860	Chic. & State Line R. R.								
428	N. Y., L. Erie & Wn. R. R.: [3]								
861	N. Y., Pa. & Ohio R. R.					[4] 1,130,474	.94	1,130,474	.62
862	Clev. & Mahon. Vy. Ry.	338,002	12.25			154,933	4.47	492,935	7.68
863	New Castle & Shen. Vy. R. R.					15,000	6.00	15,000	2.72
864	Sharon Ry.	27,201	6.00			[5] 7,380	4.50	34,581	5.57
865	Westerman Coal & Iron R. R. [6]								
867	Chic. & Erie R. R.					825,831	3.67	830,629	1.58
868	Norf. & Wn. R. R. [6] [Line north of Ohio Riv.]			44,280	1.00	[7] 200,000	3.32	244,280	1.97
869	N. Wn. Monroe Ry.								
870	Ohio & Miss. Ry. [8] [Line east of Vincennes, Ind.]					437,185	6.42	439,386	2.58
871	Ohio Sn. R. R.					[9] 236,800	3.55	233,684	2.11
872	Pennsylvania Co.	840,000	4.00			1,084,567	4.17	1,932,286	3.68
873	Calumet Riv. Ry.							3,259	2.17
874	Clev. & Pittsb. R. R.	1,148	10.00	785,778	7.00	317,745	4.14	1,104,671	5.73
877	Indpls. & Vinc. R. R.					203,120	6.55	203,120	2.37
878	Pittsb., Ft. Way. & Chic. Ry.	1,380,000	7.00	1,014,577	7.00	868,700	7.00	3,263,277	6.84
879	Massillon & Clev. R. R.	16,000	8.00			1,850	5.00	17,850	7.59
880	New Castle & Beaver Vy. R. R.	42,000	6.00					42,000	5.88
881	Pittsb., Ohio Vy. & Cin. R. R.					8,750	2.92	8,750	1.42
882	Pittsb., Youngst. & Ashtab. R. R.	79,719	6.00	119,000	7.00	189,800	5.62	388,519	6.01
883	S. Chic. & Sn. R. R.							6,350	2.34
884	State Line & Ind. Cy. Ry.								
885	Tol., Walh. Vy. & Ohio R. R.					[10] 16,875	1.12	16,875	.39
886	Cin. & Musking. Vy. Ry.					105,000	7.00	105,000	[8] 1.01
887	Gr. Rap. & Ind. R. R.					545,722	3.64	596,334	2.74
888	Cin., Rich. & Ft. Way. R. R.					126,000	7.00	126,000	2.89
889	Musk., Gr. Rap. & Ind. R. R.					37,500	5.00	37,500	4.87
890	Traverse Cy. R. R.					12,913	2.94	12,913	1.19
891	Pittsb., Cin., Chic. & St. L. Ry.			906,389	4.00	2,375,957	5.32	3,282,346	3.48
892	Chartiers Ry.	58,077	9.00			35,000	7.00	93,077	8.06
893	Chartiers Con. R. R.								
894	Englewood Con. Ry.								
895	Little Miami R. R.	395,448	8.00			75,000	5.00	470,448	7.38
896	Cols. & Xenia R. R.	150,041	8.40					150,041	7.19
898	Ohio Con. Ry.	33,000	5.00					68,000	4.84
899	Pittsb., Wheel. & Ky. R. R.	30,029	6.00			26,480	6.49	56,509	6.17
901	Pittsb. & Castle Shan. R. R.					12,000	6.00	14,384	1.85

[1] Inserted to show relation of road following.
[2] Paid direct to holders by N. Y. Cent. & Hud. Riv. R. R., lessee.
[3] Inserted to show relation of six roads following.
[4] For greater part of interest "deferred warrants" have been issued.
[5] Private road.
[6] See page 507, No. 868, for totals covering entire road.
[7] Part of interest charged to "cost of road" as interest during construction.
[8] Group figures assigned by this Office. See page 507, No. 870, for totals covering entire road.
[9] Excludes $20,055, interest on "bonds," charged to construction account, and $16,427.40, interest on "equipment trust obligations," charged to equipment account.
[10] Excludes $50,625 charged to construction.

GROUP III. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
	Abbreviated name of road.	Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II, C. 15
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
902	Pittsb. & L. Erie R. R.	400,000	10.00	.....	.....	222,958	5.39	622,958	6.98
903	Pittsb., McKeespt. & Youghy. R. R.	237,579	6.00	.....	.....	225,000	6.00	462,579	6.00
905	Pittsb. & Moon Run R. R.	.....	.....	.....	.....	.....	.....	.....	.....
907	Pittsb., Chartiers & Youghy. Ry.	.....	.....	.....	.....	34,400	4.91	34,400	2.40
908	Pittsb., Marion & Chic. Ry.	.....	.....	.....	.....	23,760	2.65	23,760	1.67
909	Pittsb., Shen. & L. Erie R. R.	.....	.....	.....	.....	[1] 118,671	5.00	118,671	1.20
910	Meadv., Conneaut L. & Linesv. R. R.	.....	.....	.....	.....	8,000	4.00	8,000	2.00
917	Salem R. R.	.....	.....	.....	.....	7,500	6.00	7,500	6.00
919	T. Haute & Indpls. R. R.	119,289	6.00	.....	.....	133,500	5.34	252,789	4.52
922	Tionesta Vy. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
923	Cherry Grove R. R.	.....	.....	.....	.....	.....	.....	.....	.....
924	Sheff. & Spring Ck. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
925	Tol. & Ohio Cent. Ry	141,736	3.00	185,400	5.00	230,371	4.54	570,817	3.56
928	Tol., Ann Arb. & N. Mich. Ry.	.....	.....	.....	.....	385,995	4.57	391,992	2.36
906	Tol., Cols. & Cin. Ry. [2]	.....	.....	.....	.....	21,667	5.00	21,713	4.86
929	Tol., St. L. & Kans. Cy. R. R. [3] [Line in Indiana & Ohio.]	.....	.....	.....	.....	324,972	5.40	324,972	1.94
930	Wabash R. R. [4] [Line east of Danville, Ill.]	.....	.....	.....	.....	843,698	3.50	843,698	2.04
933	Bel Riv. R. R.	67,500	2.25	.....	.....	.....	.....	67,500	2.25
935	Peru & Det. Ry.	.....	.....	.....	.....	4,500	5.00	4,500	4.90
938	Wheel. & L. Erie Ry	.....	.....	180,000	4.00	320,694	4.84	515,635	2.84
939	Tol. Belt Ry	.....	.....	.....	.....	.....	.....	.....	.....
940	Zanesv. & Ohio Riv. Ry	.....	.....	.....	.....	122,564	5.80	123,131	2.66

[1] Excludes interest on "equipment trust obligations," which was charged to equipment account at time of purchase.
[2] Report for four months ending October 31, 1892. Purchased by and merged in Tol. & Ohio Cent. Ry. November 1, 1892.
[3] Group figures assigned by this Office. See page 507, No. 929, for totals covering entire road.
[4] Group figures assigned by this Office. See page 507, No. 930, for totals covering entire road.

GROUP IV. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
	Abbreviated name of road.	Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. Col. 8 ÷ Col. 6, Table II, C. S.
	Total—Group IV	*Dollars.* 1,245,786	*P. ct.* 5.41	*Dollars.* 485,242	*P. ct.* 1.06	*Dollars.* 11,518,435	*P. ct.* 4.69	*Dollars.* 14,119,669	*Per cent.* 2.89
942	Aberdeen & W. End R. R.					3,000	6.00	3,000	2.15
945	Atl. & Danv. Ry								
946	Atl. & N. C. R. R.	35,950	2.00			19,500	6.00	55,450	2.61
947	Atl. Coast Line Assn	425,911	5.55	19,410	6.00	750,585	6.07	1,220,987	5.61
954	N. Ga. R. R. of S. C.: [1]								
955	Cent. R. R. of S. C.	12,920	7.20			18,000	6.00	30,920	6.58
959	Wilm. & Weldon R. R.: [1]								
960	Wilm., Col. & Aug. R. R.	57,600	6.00			96,000	6.00	153,600	6.00
964	Col., Newb. & Laurens R. R.					42,380	5.53	42,530	3.38
176	Balt. & Ohio R. R.: [2]								
967	Winch. & Strasb. R. R.	2,984	4.00					2,984	.59
968	Big Stone Gap & Powell's Vy. Ry.								
971	Cape Fear & Yad. Vy. Ry.					183,240	2.72	183,240	2.69
972	S. C. Pac. Ry.					6,276	6.00	6,276	3.67
973	Car., Knoxv. & Wn. Ry.								
974	Car. Midl. Ry.					26,580	3.89	33,066	2.35
975	Carthage R. R.								
979	Charleston & Sav. Ry.					153,040	4.40	153,040	3.71
980	Ashley Riv. R. R.	602	1.00			2,660	8.00	3,262	3.45
981	Charleston, Cin. & Chic. R. R.					367,250	5.00	388,544	2.54
983	Charleston, Sumter & Nn. R. R.					124,920	5.47	130,882	3.69
984	Ches. & Ohio Ry. [3] [Line east of Huntington, W. Va.]					2,104,042	4.49	2,138,582	2.38
985	Danv. & Wn. Ry.					52,000	5.00	52,000	2.56
986	Danv., Mocksv. & S. Wn. R. R.							7,931	2.99
990	Farmv. & Powhatan R. R.					[4] 19,200	2.24	21,456	1.14
991	Georget. & Wn. R. R.					10,000	5.00	10,000	1.59
993	Green Pond, Walterb. & Branchv. Ry.	3,000	5.00			1,650	7.00	4,650	4.62
806	Kanawha & Mich. Ry. [5] [Line south of Ohio Riv.]					27,834	2.36	28,067	.41
1001	Norf. & Car. R. R.					66,000	5.00	71,281	2.67
1002	Norf. & Ocean V. R. R.					1,712	6.00	1,712	2.18
1003	Norf. & Sn. R. R.	80,000	4.00			31,250	5.00	112,855	4.25
868	Norf. & Wn. R. R. [6] [Line south of Ohio Riv.]			385,710	1.00	2,434,736	4.64	2,968,788	2.89
1007	Ohio Riv. R. R.					234,634	5.06	237,019	2.17
1011	Palmetto R. R.			12,000	6.00			12,000	2.38
481	Pennsylvania R. R.: [7]								
550	Phila., Wilm. & Balt. R. R.: [2]								
1013	Wash. Sn. Ry. (of Va.)					50,000	5.00	50,000	2.76
1015	Port. Roy. & Aug. Ry. [8]					3,822		3,822	
1016	Pot., Fredsb. & Piedmont R. R.					10,371	3.27	11,498	1.37
1017	Powellton & Pocahontas Ry.								
1019	Rich. & Danv. R. R.					822,415	4.89	1,382,970	4.61
1020	Ashv. & Spartanb. R. R.					30,000	4.20	30,000	1.41
1021	Charl., Col. & Aug. R. R.					285,000	6.84	285,000	3.56
1022	Atl., Tenn. & Ohio R. R.	16,000	4.00			9,000	6.00	25,000	4.54
1023	Cheraw & Chester N. G. R. R.	3,344	1.50			7,000	7.00	10,344	2.77

[1] Report not filed; inserted to show relation of road following.
[2] Inserted to show relation of road following.
[3] See page 507, No. 984, for totals covering entire road.
[4] Interest on "equipment trust obligations" is excluded, being charged to cost of equipment.
[5] Group figures assigned by this Office. See page 507, No. 806, for totals covering entire road.
[6] See page 507, No. 868, for totals covering entire road.
[7] Inserted to show relation of two roads following.
[8] Report of Receiver for period, April 26 to June 30, 1893.

GROUP IV. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
	Abbreviated name of road.	Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II, C. 15
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
	Rich. & Danv. R. R.—Contd. Charl., Col. & Aug. R. R.—Continued.								
1024	Chester & Lenoir N. G. R. R.	5,228	1.50	.....	.....	18,250	6.95	23,478	3.85
1025	Col. & Greenv. R. R.	.....	.....	.....	.....	180,000	6.00	180,000	3.19
1026	Laurens Ry.	.....	.....	.....	.....	.....	.....	.....	.....
1027	Spartanb., Un. & Col. R. R.	.....	.....	.....	.....	50,000	5.00	50,000	2.50
1028	High Pt., Ran., Ashb. & Sn. R. R.	.....	.....	.....	.....	24,120	6.00	24,120	3.27
1029	Milton & Sutherlin R. R.	.....	.....	.....	.....	.....	.....	.....	.....
1030	N. C. R. R.	260,000	6.50	.....	.....	.....	.....	260,000	6.08
1031	N. C. Midl. R. R.	.....	.....	.....	.....	23,400	6.00	23,400	2.13
1032	N. Wn. N. C. R. R.	.....	.....	.....	.....	90,000	6.00	90,000	2.61
1033	Oxf. & Clarksv. R. R.	.....	.....	.....	.....	45,000	6.00	45,000	2.31
1034	Clarksv. & N. C. R. R. [1]	.....	.....	.....	.....	6,660	6.00	6,660	2.43
1035	Oxf. & Hend. R. R.	.....	.....	.....	.....	11,700	6.00	11,700	2.03
1036	Piedmont R. R.	.....	.....	.....	.....	60,000	6.00	60,000	2.50
1037	Rich. & Mecklenb. R. R.	.....	.....	.....	.....	18,900	3.98	18,900	2.07
1038	Rich., York Riv. & Ches. R. R.	29,850	6.00	.....	.....	62,000	6.89	91,850	6.57
1039	State Univ. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
1040	Statesv. & Wn. R. R.	.....	.....	.....	.....	18,000	6.00	18,000	2.01
1041	Va. Midl. Ry.	.....	.....	.....	.....	651,150	5.21	651,150	3.44
1043	Frank. & Pittslv. R. R.	.....	.....	.....	.....	7,000	7.06	7,000	2.33
1044	Wash., Ohio & Wn. R. R.	.....	.....	.....	.....	40,000	2.13	40,000	1.13
1045	Wn. N. C. R. R.	.....	.....	.....	.....	231,360	2.90	231,360	1.31
1046	Yadkin R. R.	.....	.....	.....	.....	36,900	6.00	36,900	2.77
1047	Rich., Fredsb. & Pot. R. R.	156,660	7.00	35,028	7.00	59,141	5.28	251,749	6.25
1048	Potomac R. R.	.....	.....	.....	.....	7,303	6.00	7,303	3.28
1049	Rich., Fredsb. & Pot. & Rich. & Petersb. R. R. Con. Co.	.....	.....	16,000	8.00	.....	.....	16,000	8.00
1054	Seaboard & Roanoke R. R.	52,985	5.00	17,094	7.00	[2]140,735	4.55	210,764	4.77
1055	Roanoke & Tar Riv. R. R.	.....	.....	.....	.....	15,600	6.00	15,600	5.88
1056	Car. Cent. R. R.	.....	.....	.....	.....	120,000	2.57	126,922	2.05
1057	Wilm. Ry. Brg. Co.	.....	.....	.....	.....	14,510	6.91	14,510	5.81
1059	Ral. & Gaston R. R.	30,000	2.00	.....	.....	80,000	8.00	110,000	4.36
1061	Durham & Nn. Ry.	5,802	2.00	.....	.....	9,000	6.00	14,802	3.33
1062	Ga., Car. & Nn. Ry. (lessor).	.....	.....	.....	.....	268,000	5.00	389,873	5.82
1063	Seaboard Air Line Belt R. R. [3]	.....	.....	.....	.....	.....	.....	.....	.....
1064	Ral. & Aug. Air Line R. R.	.....	.....	.....	.....	60,000	6.00	60,000	2.65
1066	S. Atl. & Ohio R. R.	.....	.....	.....	.....	116,762	5.96	116,762	3.19
1067	S. Bound R. R.	.....	.....	.....	.....	101,940	4.72	101,940	2.30
1068	S. C. Ry.	.....	.....	.....	.....	374,435	4.17	409,765	2.87
1069	Car., Cumb. Gap & Chic. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
1070	Suffolk & Car. Ry.	.....	.....	.....	.....	8,400	6.00	8,400	1.51
1071	Suffolk Lum. Co.'s R. R. [4]	.....	.....	.....	.....	.....	.....	.....	.....
1076	Vy. R. R. (of Va.)	.....	.....	.....	.....	45,000	6.00	45,000	1.26
1079	W. Va. & Pittsb. R. R.	.....	.....	.....	.....	189,437	4.59	189,437	2.41
1080	W. Va. Cent. & Pittsb. Ry.	55,000	1.00	.....	.....	177,045	5.90	239,592	2.56
1081	Piedmont & Cumb. Ry.	.....	.....	.....	.....	32,500	5.00	32,500	2.50
1082	Wheel. Brg. & Term. Ry.	.....	.....	.....	.....	210,000	6.00	210,000	3.98
1084	Wilm., Onslow & E. Car. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
1086	Winifrede R. R.	12,000	8.00	.....	.....	.....	.....	12,792	7.68

[1] Report for eight months ending June 30, 1893.
[2] Interest on "equipment trust obligations," charged to equipment and operating expenses.
[3] Report for period, July 28, 1892 to June 30, 1893. [4] Private lumber road.

GROUP V. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS. Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. Col. 8 ÷ Col. 5, Table II.
	Total—Group V	*Dollars.* 4,285,314	*P. ct.* 4.40	*Dollars.* 96,107	*P. ct.* 2.84	*Dollars.* 21,002,677	*P. ct.* 4.89	*Dollars.* 26,134,328	*Per cent.* 3.74
1088	Abbeville & Waycross Ry					852	7.75	852	.69
1089	Ala. & Vicksb. Ry	21,000	3.00			121,497	5.31	142,910	4.62
1090	Ala. Gt. Sn. R. R			96,107	6.00	275,685	5.48	371,792	2.74
1091	Ala. Midl. Ry					184,000	5.58	222,299	2.62
1098	Atlanta & W. Pt. R. R	73,932	6.00			73,932	6.00	147,864	5.74
1102	Birm. & Atl. R. R					24,000	6.00	24,000	1.89
1104	Birm., Selma & N. O. Ry							156	.07
1105	Birm., Sheff. & Tenn. Riv. Ry.					148,750	5.00	148,750	2.13
1111	Bruns. & Wn. R. R					120,000	2.00	142,474	1.25
1115	Cent. R. R. & Bkg. Co. of Ga					1,607,189	5.58	1,607,189	4.43
1117	Eatonton Brh. R. R								
1118	Mobile & Girard R. R								
1122	S. Wn. R. R. of Ga								
1125	Chatt. Sn. Ry					86,400	5.95	93,000	3.66
1127	Ches. & Nashv. Ry								
984	Ches. & Ohio Ry. [1] [Line west of Huntington, W. Va.]					630,817	4.48	643,652	1.85
1128	Ky. & S. Atl. Ry					5,500	5.00	5,500	2.04
1131	Cin. & Ky. Sn. R. R								
1132	Cin., N. O. & Tex. Pac. Ry					12,901	6.00	12,901	.22
1133	Cin. Sn. Ry					1,245,077	6.69	1,245,077	5.84
1135	Cols. Sn. Ry					54,375	5.00	54,375	2.16
1138	Dover & Statesboro R. R. [2]								
1140	E. & W. R. R. of Ala							51,989	5.91
1141	E. Tenn. & Wn. N. C. R. R					15,000	6.00	15,000	1.64
1142	E. Tenn., Va. & Ga. Ry. [3]					1,920,910	4.93	2,022,780	2.01
1144	Knoxv. & Ohio R. R					120,000	6.00	120,000	3.84
1146	Memph. & Charleston R. R					379,410	6.75	379,410	3.28
1147	En. Ky. Ry							923	.03
1150	Fla. Cent. & Penin. R. R					232,563	3.29	232,563	.73
1151	E. Fla. & Atl. R. R								
1154	Gadsden & Attalla Un. Ry. [4]								
1156	Georgia R. R					[5]			
1157	Ga. R. R. & Bkg. Co	462,000	11.00			148,000	5.92	610,000	8.25
1158	Gainesv., Jeff. & Sn. R. R					24,800	6.89	24,800	2.70
1159	Un. Pt. & White Plains R. R					4,200	5.00	4,200	3.59
1161	Ga. Midl. & Gulf R. R					92,520	3.82	92,520	2.45
1162	Ga. Sn. & Fla. R. R					205,200	6.00	205,200	5.24
1167	Gulf & Chic. R. R	5,200	1.30					5,200	1.30
1171	Hartwell R. R. [6] / Hartwell R. R. [7]					2,000	10.00	2,000	3.31
1173	Ill. Cent. R. R. [8] [Line south of Cairo, Ill.]								
1174	Cant., Aberd. & Nashv. R. R.					87,500	5.00	100,000	3.48
1175	Chic., St. L. & N. O. R. R	400,000	4.00			1,217,840	4.97	1,617,840	4.66
1176	Yazoo & Miss. Vy. R. R					588,853	1.52	623,160	1.22
1177	Indn. Spgs. & Flovilla R. R							700	2.32
1181	Jacksonv., Tampa & Key W. Ry.					280,370	3.62	294,916	2.28
1182	Fla. Sn. R. R					167,112	6.00	167,113	3.67
1586	Kans. Cy., Ft. Scott & Memph. R. R.: [9]								
1186	Kans. Cy., Memph. & Birm. R. R.					104,077	1.16	104,077	.69

[1] See page 507, No. 984, for totals covering entire road.
[2] Report of Receiver for period, February 12 to June 30, 1893.
[3] Report of Receivers for period, June 25, 1892 to June 30, 1893.
[4] Report for five months ending June 1, 1893.
[5] Included in principal of "equipment trust obligations."
[6] Report of Receiver for seven months ending June 30, 1893.
[7] Financial report for five months ending November 30, 1892
[8] See page 507, No. 1173, for totals covering entire road.
[9] Inserted to show relation of road following.

GROUP V. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
	Abbreviated name of road.	Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II, C. 15
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
190	Ky. Un. Ry								
194	Knoxv., Cumb. Gap & Louisv. R. R.					75,000	3.49	106,654	1.82
197	Louisv. & Nashv. R. R. [1] [Line south of Ohio Riv.]	2,112,000	4.00			3,933,978	5.65	6,945,978	4.98
198	Ala. Minl. R. R					126,000	4.00	126,000	2.46
199	Birm. Minl. R. R					191,357	4.87	191,357	3.01
200	Elkton & Guthrie R. R					1,750	7.00	1,750	2.40
201	Glasgow R. R								
202	Louisv. Ry. Tr. Co					22,880	8.00	22,880	5.98
203	Mammoth Cave R. R								
204	Mobile & Montg. Ry					176,640	5.99	176,640	2.86
205	Nashv. & Dec. R. R	136,505	6.00			147,000	7.00	283,505	6.44
206	Nashv., Flor. & Sheff. Ry					104,800	5.06	125,374	3.74
207	Nn. Div. Cumb. & Ohio R. R.					17,500	7.00	17,500	1.45
208	Owensboro & Nashv. Ry					72,000	6.00	72,009	3.05
209	Shelby R. R					3,000	6.00	3,000	.46
210	S. & N. Ala. R. R					558,414	5.66	630,962	4.32
211	Sn. Div. Cumb. & Ohio R. R.					21,000	7.00	25,242	1.95
212	Hend. Brg. Co	50,000	5.00			120,000	6.00	170,000	5.48
213	Newpt. & Cin. Brg. Co					77,000	7.00	77,009	2.29
215	Louisv. Brg. Co	120,000	8.00					120,000	6.84
172	Louisv., N. O. & Tex. Ry. [2]					219,759	.61	243,352	.55
227	Mobile & Birm. Ry							6,720	2.04
228	Mobile & Ohio R. R					837,209	4.60	861,289	3.21
231	Nashv. & Knoxv. R. R					60,030	5.13	60,030	3.06
232	Nashv., Chatt. & St. L. Ry	499,996	5.00			891,915	6.03	1,454,483	5.58
235	N. O. & N. En. R. R					369,700	5.95	369,700	3.01
236	Newpt. News & Miss. Vy. Co.: [3]								
237	Ches., Ohio & S. Wn. R. R.					680,176	5.85	778,366	3.21
238	Hodgenv. & Elizabetht. Ry.					7,500	5.00	7,500	2.41
239	Ohio Vy. Ry					112,872	4.62	112,872	2.30
242	Troy & Tiptonv. R. R					2,760	6.00	3,122	2.76
243	Oconee & Wn. R. R. [4]								
244	Orange Belt Ry								
019	Rich. & Danv. R. R.: [5]								
254	Atlanta & Charl. Air Line Ry.	102,000	6.00			377,500	6.86	479,500	6.66
255	Roswell R. R					2,450	7.00	2,450	2.66
256	Elberton Air Line R. R.					10,500	7.00	10,500	2.95
257	Lawrencev. Brh. R. R					2,100	7.00	2,100	1.88
258	N. En. R. R. of Ga					18,200	3.17	18,200	2.07
259	Ga. Pac. Ry					656,225	3.70	656,225	2.09
265	Salt Spgs. & Bowden Lithia R. R.								
266	Sandersv. & Tennille R. R	992	8.00			522	7.00	1,514	7.55
267	Sav., Amer. & Montg. Ry					260,980	5.37	260,980	3.88
269	Sav., Fla. & Wn. Ry	237,787	3.50			431,864	6.36	669,651	4.77
273	S. Bruns. Term. R. R								
274	S. Fla. R. R					159,840	5.33	273,844	3.33
279	Talbotton R. R					1,500	6.00	1,860	2.81
285	Tuskegee R. R. [6]	3,900	7.29					3,900	7.29
288	Wn. Ry. of Ala	60,000	2.00			69,435	4.50	129,435	2.80

[1] See page 507, No. 1197, for totals covering entire road.
[2] Report for four months ending October 31, 1892. Consolidated with Yazoo & Miss. Vy. R. R., October 31, 1892.
[3] Report not filed; inserted to show relation of four roads following.
[4] Report for period, October 11, 1892 to June 30, 1893.
[5] Inserted to show relation of six roads following.
[6] Partnership company.

GROUP VI. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS. Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II, C. 15
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
	Total—Group VI	13,158,738	4.62	7,676,932	8.40	49,871,967	4.83	71,343,764	3.72
1292	Abbotsf. & N. En. R. R.					6,720	6.00	6,720	2.00
1295	Atch., Top. & S. Fé R. R. [1] [Line east of Kansas City, Mo.]					701,870	3.48	708,201	2.51
1296	Belt Ry. of Chic	72,000	6.00					72,823	5.26
1297	Black H. & Ft. Pierre R. R.								
1299	Burl. & N. Wn. Ry.					16,400	7.46	16,400	2.84
1300	Burl. & Wn. Ry.					39,984	7.00	39,984	2.13
1301	Burl., Cedar Rap. & Nn. Ry.	82,500	1.50			800,680	5.08	883,180	3.75
1302	Cedar Rap. & Clinton Ry.								
1303	Cedar Rap., Io. Falls & N. Wn. Ry.								
1304	Chic., Deco. & Minn. Ry.								
1305	Io. Cy. & Wn. Ry.								
1307	Calumet & Blue I. Ry.					18,000	6.00	18,000	1.13
1310	Chic. & Alt. R. R.	1,216,590	8.00	278,360	8.00	716,638	7.24	2,211,588	7.20
1311	Joliet & Chic. R. R.	105,000	7.00					105,000	7.00
1312	Kans. Cy., St. L. & Chic. R. R. [1] [Line east of Missouri Riv.]	6,520	7.00	35,994	6.00	71,988	7.00	114,502	4.56
1313	La. & Mo. Riv. R. R.			23,030	7.00	115,220	7.00	142,296	2.69
1314	Miss. Riv. Brg. Co.	21,000	7.00			35,370	6.03	56,370	6.96
1316	Chic. & Calumet Term. Ry.					50,000	.83	52,609	.67
1317	Chic. & En. Ill. R. R.			283,986	6.00	902,097	5.10	1,197,092	3.69
1319	Evansv., T. Haute & Chic. Ry.					75,000	6.00	75,000	4.04
1320	Ind. Block Coal R. R.					10,500	7.00	10,500	4.67
1321	Chic. & Wn. Ind. R. R.	300,000	6.00			626,072	5.68	926,072	5.66
1322	Chic. & Kenosha Ry.					6,000	6.00	6,000	1.20
1323	Chic. & N. Wn. Ry.	[2] 2,343,129	6.00	[3] 1,563,433	7.00	[4] 6,196,739	5.29	10,103,301	5.43
1327	Sioux Cy. & Pac. R. R.			11,830	7.00	195,379	6.00	207,209	3.51
1328	Chic. & Ohio Riv. R. R.					4,794	.54	4,794	.35
1329	Chic. & S. En. Ry. (of Ill.)					12,000	6.00	12,000	3.66
1330	Chic., Burl. & Kans. Cy. Ry.							49,200	.54
1331	Chic., Burl. & Nn. R. R. of Wis. and Minn.					680,925	5.45	680,925	2.00
1333	Chic., Burl. & Quin. R. R. [5] [Line east of Missouri Riv.]	1,496,763	5.00			2,524,808	5.21	4,021,571	5.61
1334	Quin., Alt. & St. L. R. R.					42,000	5.00	42,000	2.33
1335	Kans. Cy., St. Jos. & Coun. Bluffs R. R.	363,161	6.90			389,497	6.98	755,417	6.29
1337	Chic., Ft. Mad. & Des M. Ry.					45,375	3.46	45,375	1.37
1338	Chic. Gt. Wn. Ry.			379,080	4.00	[6] 260,400		639,480	
1339	Chic., St. P. & Kans. Cy. Ry.								
1342	Chic., Milw. & St. P. Ry.	1,838,308	4.00	1,751,358	7.00	7,065,216	5.40	10,676,352	5.04
1344	Chic., Rock I. & Pac. Ry. [7] [Line east of Missouri Riv.]	756,586	4.00			1,251,703	5.40	2,008,289	4.61
1345	Des M. & Ft. Dodge R. R.					104,880	3.41	106,230	1.31
1346	Keokuk & Des M. Ry.			36,586	2.40	137,500	5.00	174,086	2.53
1347	Peoria & Bureau Vy. R. R.	120,000	8.00					120,000	8.00
1348	Chic., St. P., Minneap. & Om. Ry. [8] [Line east of Missouri Riv.]			640,703	7.00	1,179,333	5.93	1,820,036	3.75

[1] Group figures assigned by this Office. See page 507, No. 1295, for totals covering entire road.
[2] Group figures assigned by this Office. See page 507, No. 1312, for totals covering entire road.
[3] Includes dividends on $250,000, apportioned "to other properties."
[4] Includes interest on bonds of proprietary companies.
[5] Group figures assigned by this Office. See page 507, No. 1333, for totals covering entire road
[6] "Interest on funded debt" of the Chic., St. P. & Kans. Cy. Ry. assumed by this company.
[7] Group figures assigned by this Office. See page 507, No. 1344, for totals covering entire road.
[8] Group figures assigned by this Office. See page 507, No. 1348, for totals covering entire road.

ROUP VI. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

o.	1	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
	Abbreviated name of road.	Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II, C. 15
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
51	Chippewa Riv. & Menomonie Ry.								
58	Clev., Cin., Chic. & St. L. Ry.[1] [Line west of Terre Haute, Ind.]	238,644	3.00	142,050	5.00	687,489	5.03	1,085,142	4.07
52	Kank. & Seneca Ry					39,000	6.00	39,000	3.58
67	Peoria & En. Ry.[2] [Line west of Danville, Ill.]					150,380	3.08	150,380	1.74
54	Crooked Ck. R. R. & Coal Co.								
56	Des M. & Kans. Cy. Ry								
57	Des M. Nn. & Wn. Ry					99,867	3.93	99,867	1.43
58	Des M. Un. Ry					27,600	5.00	27,600	2.66
60	Duluth & Iron Range R. R.					438,347	5.03	438,347	4.61
61	Duluth & Winn. R. R.								
64	Duluth, Missabe & Nn. Ry					[3] 72,000	4.32	72,000	1.39
66	Duluth, Red Wing & Sn. R. R.					16,717	3.30	16,717	1.90
67	Duluth, S. Shore & Atl. Ry.					809,381	3.48	809,381	1.77
70	E. St. L. Con. Ry							24,465	5.41
71	Elgin, Joliet & En. Ry					296,329	4.66	300,601	2.37
80	Evansv. & T. Haute R. R.: [4]								
72	Peoria, Dec. & Evansv. Ry					272,858	5.59	292,787	2.03
75	Fulton Co. N. G. Ry.					[5] 33,880	7.00	33,880	2.24
76	Gr. Tower & Carb. R. R					22,500	6.00	22,500	2.85
77	Gr. Tower & Cape Gir. R. R.					18,375	5.25	18,375	2.34
78	Gt. Nn. Ry.[6] [Line east of Minot, N. Dak.]			1,000,000	5.00			1,000,000	6.14
79	Minneap. Un. Ry					161,500	5.77	161,500	4.78
80	St. P., Minneap. & Manit. Ry.[7] [Line east of Minot, N. Dak.]	752,640	6.00			2,157,748	4.89	2,910,388	4.43
81	Duluth, Watert. & Pac. Ry.					82,500	6.60	82,500	3.24
82	Willmar & Sioux Falls Ry.					142,188	5.42	142,188	3.36
83	En. Ry. Co. of Minn					[8] 235,000	5.00	235,000	2.38
84	Duluth Term. Ry.					10,220	5.94	10,220	4.60
86	Green Bay, Win. & St. P. R. R.					112,850	1.99	112,850	.69
87	Green Bay, Stev. Pt. & Nn. R. R.					4,900	7.00	4,900	3.12
88	Kewaunee, Green Bay & Wn. R. R.			3,210	2.00	18,900	5.00	22,110	2.15
89	Hann. & St. Jos. R. R	64,181	.07	355,810	7.00	480,000	6.00	899,991	3.99
90	Quin. R. R. Brg. Co.	175,000	10.00					175,000	9.52
92	Humeston & Shen. R. R								
73	Ill. Cent. R. R.[9] [Line north of Cairo, Ill.]	2,500,000	5.00			2,077,425	3.90	4,594,743	4.54
93	Blue I. R. R.					5,000	5.00	5,000	3.97
94	Chic. & Springf. R. R								
95	Chic., Havana & Wn. R. R.					125,000	5.00	125,000	4.80
96	Chic., Mad. & Nn. R. R					343,000	5.00	343,500	3.28
97	Dubq. & Sioux Cy. R. R.					545,070	5.71	545,070	3.06
98	Cedar Falls & Minn. R. R.					[10] 96,390	7.00	96,390	2.53

[1] Group figures assigned by this Office. See page 507, No. 758, for totals covering entire road.
[2] Group figures assigned by this Office. See page 507, No. 767, for totals covering entire road.
[3] Excludes $9,095.86, interest on "equipment trust obligations," which is charged to equipment account.
[4] Inserted to show relation of road following.
[5] Includes interest on $313,000 of Fulton Co. Ex. Ry. bonds.
[6] See page 507, No. 1378, for totals covering entire road.
[7] Group figures assigned by this Office. See page 507, No. 1380, for totals covering entire road.
[8] Includes interest on $1,283,000, apportioned "to other properties."
[9] See page 507, No. 1173, for totals covering entire road.
[10] Excludes interest on $190,000 of bonds in sinking fund.

GROUP VI. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS. Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100×Col. 8 / Tab. II, Col. 5
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
	Ill. Cent. R. R.—Continued. [Line north of Cairo, Ill.]								
1399	Kank. & S. Wn. R. R.								
1400	Rantoul R. R					50,000	5.00	50,000	4.74
1401	S. Chic. R. R					10,000	5.00	10,000	4.55
1402	Ind., Ill. & Io. R. R					50,300	3.54	50,300	.97
800	Indpls., Dec. & Wn. Ry.[1] [Line in Illinois.]					66,440	3.17	66,440	2.28
1404	Io. Cent. Ry					326,442	5.02	340,125	1.64
1405	Keithsburg Brg. Co					35,460	6.00	35,460	2.88
1407	Albia & Centerv. Ry								
1408	Io. Nn. Ry					3,000	6.00	3,000	2.09
1409	Jacksonv., Louisv. & St. L. Ry.:[2]								
1411	Chic., Peoria & St. L. Ry.:[2]								
1412	St. L. & Chic. Ry								
1414	Joliet & Blue I. Ry					6,000	6.00	6,000	1.06
1415	Kans. Cy. & Atl. R. R.[4]								
1416	Keokuk & Ham. Brg. Co								
1417	Keokuk & Wn. R. R	80,000	2.00			12,353	6.18	92,353	2.29
1418	Kickapoo Vy. & Nn. Ry.[5]								
1420	L. Sup. Term. & Tr. Ry					8,725	5.74	8,725	3.23
1421	La Salle & Bureau Co. R. R.[6]								
1197	Louisv. & Nashv. R. R.[7] [Line north of Ohio Riv.]					300,000	3.92	300,000	2.25
1424	Mason Cy. & Ft. Dodge R. R.					82,800	6.00	82,800	2.88
1425	Milw. & Nn. R. R					369,480	5.10	369,480	2.75
1426	Milw. & Sup. Ry							6,730	2.60
1427	Milw., Bay V. & Chic. R. R.					6,000	6.00	6,000	1.15
1428	Milw., L. Shore & Wn. Ry.			350,000	7.00	739,445	5.42	1,089,445	5.04
1429	St. P. En. Gr. Trunk Ry.					67,200	6.00	67,200	2.69
1430	Minneap. & St. L. Ry					586,140	6.36	668,859	3.14
1431	Wis., Min. & Pac. Ry					193,680	6.00	193,680	1.89
1432	Minneap. En. Ry					10,500	7.00	10,500	3.08
1433	Minneap., St. P. & S. S. Marie Ry.					868,827	2.98	883,679	1.70
1436	Mo., Kans. & En. Ry.[8]								
1228	Mobile & Ohio R. R.:[9]								
1437	St. L. & Cairo R. R	32,750	.50			160,000	4.00	192,750	1.82
1438	Nn. Pac. R. R.[10] [Line east of Montana.]					3,168,068	5.31	3,391,291	3.27
1439	Duluth & Manit. R. R.					186,060	6.00	186,060	3.61
1442	James Riv. Vy. R. R.					57,780	6.00	57,780	2.90
1448	St. P. & Nn. Pac. Ry	375,000	6.00			509,760	6.05	884,760	6.03
1451	{Wis. Cent. Co. (lessee)								
	{Wis. Cent. Co. (lessor)					826,503	5.75	875,309	4.70
1452	Chic., Wis. & Minn. R. R					269,570	6.30	269,570	3.75
1453	Chic. & Nn. Pac. R. R					1,301,254	4.78	1,302,676	2.23
1454	Wis. Cent. R. R					379,244	3.57	408,592	1.83
1455	Milw. & L. Winnebago R. R			148,200	19.00	126,403	5.76	274,603	7.72
1456	Packw. & Mont. R. R					5,040	6.00	5,040	2.25
870	Ohio & Miss. Ry.[11] [Line west of Vincennes, Ind.]					624,975	6.42	628,093	2.56
1457	Om. & St. L. Ry					70,475	2.32	70,475	.91
1458	Pawnee R. R.								

[1] See page 507, No. 800, for totals covering entire road.
[2] Report not filed; inserted to show relation of two roads following.
Report not filed; inserted to show relation of road following.
[4] Report for period, June 15 to June 30, 1893.
[5] Report of operations by United States Construction Company.
[6] Road not in operation.
[7] See page 507, No. 1197, for totals covering entire road.
[8] Road under construction.
[9] Inserted to show relation of road following.
[10] Group figures assigned by this Office. See page 507, No. 1438, for totals covering entire road.
[11] Group figures assigned by this Office. See page 507, No. 870 for totals covering entire road.

GROUP VI. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II, C. 15
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
872	Pennsylvania Co.: [1]								
1460	E. St. L. & Carondelet Ry.					14,000	7.00	14,000	2.20
1463	PortEdw., Centralia&Nn.Ry					18,000	6.00	18,000	3.35
1464	Prairie du C. & McG. Ry	21,383	21.38					21,383	21.38
1465	Quin., Om. & Kans. Cy. Ry. [2]					25,806	1.47	25,806	.68
1466	Rock I. & Peoria Ry.	75,000	5.00			42,000	7.00	117,000	5.39
1470	St. L., Alt. & T. Haute R. R.					469,000	5.82	491,759	3.78
1471	Bellev. & Carondelet R. R.					29,100	6.00	29,100	2.95
1472	Bellev. & Eldo. R. R.					35,200	6.40	35,200	2.27
1473	Bellev. & Sn. Ill. R. R.			102,000	8.00	80,800	8.01	182,800	6.76
1474	Chic., St. L. & Padu. Ry					70,000	3.50	70,000	2.34
1475	St. L. Sn. R. R	23,000	5.00			47,300	4.48	70,300	4.64
1476	Carb. & Shawneet. R. R					10,000	4.00	10,000	1.65
1481	St. L., Indpls. & En. R. R.					39,500	5.00	40,301	2.52
1482	St. L., Keokuk & N. Wn. R. R.	73,583	1.35			425,958	5.21	499,541	3.58
1483	St. P. & Duluth R. R.			355,044	7.00	150,000	5.00	505,044	3.88
1484	Duluth S. Line Ry.					25,000	5.00	25,000	2.27
1486	St. Cloud, Grantsb. & Ashl. R. R.								
1487	Stillwater & St. P. R. R.					16,363	7.31	16,363	2.27
1488	Taylor's Falls & L. Sup. R. R.					12,600	6.00	12,600	2.03
1489	St. P. Un. Depot Co.	21,000	6.00			15,000	6.00	45,372	5.89
1490	Sioux Cy. & Nn. R. R.					96,000	5.00	96,000	2.74
1492	Sioux Falls Term. R. R.								
1496	Tabor & Nn. Ry.					2,754	6.20	3,404	3.83
919	T. Haute & Indpls. R. R.: [3]								
1497	St. L., Van. & T. Haute R. R.			216,258	14.00	314,930	7.00	531,188	6.26
1499	Tol., Peoria & Wn. Ry					197,950	4.04	197,950	2.16
929	Tol., St. L. & Kans. Cy. R. R. [4] [Line in Illinois.]					215,028	5.40	215,028	1.94
930	Wabash R. R. [5] [Line west of Danville, Ill.]					[6] 2,004,707	3.50	2,004,707	2.11
1501	Boone Co. & Boonv. Ry								
1507	Wabash, Chester & Wn. R. R.					24,750	3.59	25,784	1.31
1510	Win. & S. Wn. Ry					127,095	6.00	127,095	2.88
1511	Win. Brg. Ry					19,200	5.00	19,200	2.45
1512	Wis. & Chippewa Ry.								

[1] Inserted to show relation of road following.
[2] Report of Trustees.
[3] Inserted to show relation of two roads following.
[4] Group figures assigned by this Office. See page 507, No. 929, for totals covering entire road.
[5] Group figures assigned by this Office. See page 507, No. 930, for totals covering entire road.
[6] Includes interest on bonds of Boone Co. & Boonv. Ry., Bruns. & Chillicothe, and St. L., Coun Bluffs & Om. R. Rs.

GROUP VII. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS. Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 ÷ Tab. II, C. 5
	Total—Group VII.....	*Dollars.* 2,770,819	*P. ct.* 5.14	*Dollars.* 147,273	*P. ct.* 6.23	*Dollars.* 14,084,801	*P. ct.* 5.67	*Dollars.* 17,153,007	*Per cent.* 3.89
1328	Chic. & N. Wn. Ry.: [1]								
1514	From., Elk. & Mo. Vy. R. R.	.....	.....	.....	.....	1,002,355	4.78	1,002,355	1.95
1333	Chic., Burl. & Quin. R. R. [2] [Line west of Missouri Riv.]	2,323,459	5.00	.....	.....	3,919,316	5.21	6,242,775	5.01
1348	Chic., St. P., Minneap. & Om. Ry. [3] [Line west of Missouri Riv.]	.....	.....	147,273	7.00	271,083	5.93	418,356	3.75
1516	Gt. Falls & Can. Ry	.....	.....	.....	.....	120,000	6.00	120,000	2.96
1378	Gt. Nn. Ry. [4] ..... [Line west of Minot, N. Dak.]	.....	.....	.....	.....	.....	.....	.....	.....
1380	St. P., Minneap. & Manit. Ry. [5] [Line west of Minot, N. Dak.]	447,360	6.00	.....	.....	1,282,539	4.89	1,729,899	4.62
1517	Mont. Cent. Ry.....	.....	.....	.....	.....	460,000	5.75	460,000	3.29
1518	Kear. & Black H. Ry.....	.....	.....	.....	.....	44,246	5.13	44,246	1.77
1606	Mo. Pac. Ry.: [1]								
1521	Pac. Ry. in Nebr	.....	.....	.....	.....	54,750	5.00	54,750	2.15
1438	Nn. Pac. R. R. [6] ..... [Line in Idaho and Montana.]	.....	.....	.....	.....	2,130,485	5.31	2,280,589	3.27
1523	Hel. & Red Mtn. R. R	.....	.....	.....	.....	24,000	6.00	24,000	3.00
1524	Nn. Pac. & Mont. R. R	.....	.....	.....	.....	530,586	6.00	530,586	4.25
1527	Sioux Cy., O'Neill & Wn. Ry.	.....	.....	.....	.....	117,000	5.00	117,000	1.94
1529	Un. Pac. Ry. [7] ..... [Union and Cheyenne Divisions.]	.....	.....	.....	.....	3,244,567	6.04	3,244,567	4.07
1530	Lar., N. Park & Pac. R. R. & Tel. Co. [8]	.....	.....	.....	.....	.....	.....	.....	.....
	Lar., N. Park & Pac. R. R. & Tel. Co. [9]	.....	.....	.....	.....	.....	.....	.....	.....
1531	Brighton & Bould. Brh. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
1532	Carb. Cut Off Ry.....	.....	.....	.....	.....	.....	.....	.....	.....
1533	Mont. Un. Ry	.....	.....	.....	.....	.....	.....	.....	.....
1535	Om. & Repub. Vy. Ry	.....	.....	.....	.....	328,230	5.52	328,230	2.80
1536	St. Jos. & Gr. I. R. R.....	.....	.....	.....	.....	420,000	4.82	420,000	3.06
1537	Kans. Cy. & Om. R. R....	.....	.....	.....	.....	135,650	5.00	135,650	1.80

[1] Inserted to show relation of road following.
[2] Group figures assigned by this Office. See page 507, No. 1333, for totals covering entire road.
[3] Group figures assigned by this Office. See page 507, No. 1348, for totals covering entire road.
[4] See page 507, No. 1378, for totals covering entire road.
[5] Group figures assigned by this Office. See page 507, No. 1380, for totals covering entire road.
[6] Group figures assigned by this Office. See page 507, No. 1438, for totals covering entire road.
[7] Group figures assigned by this Office. See page 507, No. 1529, for totals covering entire road.
[8] Operating report for six months ending December 31, 1892.
[9] Financial report for six months ending June 30, 1893.

GROUP VIII. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS. Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II, C. 15
	Total—Group VIII ...	*Dollars.* 1,206,585	*P. ct.* 4.14	*Dollars.* 918,896	*P. ct.* 2.78	*Dollars.* 27,902,351	*P. ct.* 4.62	*Dollars.* 30,773,780	*Per cent.* 2.63
1538	Ark. & La. Ry								
1295	Atch., Top. & S. Fé R. R. [1] [Line Kansas City, Mo. to Santa Fé, N. M.]					4,901,312	3.48	4,945,524	2.29
1544	Atl. & Pac. R. R. [2] [Central Division.]					111,760	1.77	232,389	1.06
1545	Colo. Midl. Ry					595,023	5.23	650,362	3.09
1546	Aspen S. Line Ry					8,640	8.00	8,640	7.96
1548	Manh., Al. & Bgame. Ry							7,835	.42
1549	St. L. & San Fran. Ry					2,203,699	5.16	2,203,699	3.04
1551	Ft. Smith & Van Buren Brg. Co.					24,240	6.23	24,240	2.73
1552	Kans. Cy. & S. Wn. R. R.					44,640	6.00	44,640	2.23
1553	Kans. Midl. Ry					64,320	2.40	64,320	1.13
1557	St. L., Kans. & S. Wn. R. R.					53,400	6.00	53,400	2.55
1558	St. L., Salem & Ark. Ry.					40,500	5.00	40,500	2.08
1559	St. L., Kans. Cy. & Colo. R. R.					82,860	6.00	180,633	3.60
1560	Wich. & Wn. Ry					104,820	6.00	104,820	3.04
1310	Chic. & Alt. R. R.: [3]								
1312	Kans. Cy., St. L. & Chic. R. R. [4] [Line west of Missouri Riv.]	12,499	7.00	69,006	6.00	138,012	7.00	219,517	4.66
1944	Chic., Rock I. & Pac. Ry. [5] [Line west of Missouri Riv.]	1,089,646	4.00			1,802,722	5.40	2,892,368	6.21
1564	Choctaw Coal & Ry. Co					12,368	.75	66,741	1.05
1566	Crystal Ry					4,500	6.00	4,500	4.82
1569	Denison & Washita Vy. Ry.					18,300	6.00	18,300	2.68
1570	Denver & Rio G. R. R.			473,000	2.00	1,986,675	4.65	2,462,306	2.32
1571	Rio G. Gunnison Ry					6,000	6.00	6,000	5.97
1572	Rio G. Jctn. Ry					92,500	5.00	92,500	2.39
1573	Denver, Lakewood & Golden R. R.					14,465	2.12	27,215	1.80
1575	Dodge Cy., Montes. & Trin. Ry.								
1576	Eureka Spgs. Ry					45,000	4.50	45,000	3.00
1583	Hutchinson & Sn. R. R							46,110	.56
1585	Kans. Cy. Belt Ry					116,400	5.97	117,290	5.51
1586	Kans. Cy., Ft. Scott & Memph. R. R.			137,490	5.00	1,053,198	6.14	1,201,266	3.84
1587	Current Riv. R. R.					80,300	5.00	81,730	2.50
1589	Kans. Cy., Clinton & Springf. Ry.					163,660	5.04	163,660	3.00
1592	Kans. Cy., Pittsb. & Gulf R. R. [6]								
1597	Little Rock & Memph. R. R.								
1598	La., Ark. & Mo. R. R. [7]								
1600	Manitou & Pike's Peak Ry					25,000	5.00	25,379	2.49
1602	Miss. Riv. & Bonne T. Ry	18,000	6.00					68,127	6.94
1604	Mo., Kans. & Tex. Ry. [8] [Line north of Denison, Tex.]					1,275,610	3.82	1,275,610	1.93
1605	Kans. Cy. & Pac. Ry								
1606	Mo. Pac. Ry					2,781,767	5.15	2,884,159	2.64
1607	Boonv., St. L. & Sn. Ry					24,000	6.00	24,000	3.69
1609	Kanop. & Kans. Cent. Ry					13,500	6.00	13,500	2.23

[1] Group figures assigned by this Office. See page 507, No. 1295, for totals covering entire road.
[2] See page 507, No. 1544, for totals covering entire road.
[3] Inserted to show relation of road following.
[4] Group figures assigned by this Office. See page 507, No. 1312, for totals covering entire road.
[5] Group figures assigned by this Office. See page 507, No. 1344, for totals covering entire road.
[6] Report for six months ending June 30, 1893.
[7] Road under construction; no stock or bonds yet issued.
[8] See page 507, No. 1604, for totals covering entire road.

GROUP VIII. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS. Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. (See Col. 8 Tab. II, C. 15)
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
	Mo. Pac. Ry.—Continued.								
1610	Kans. & Colo. Pac. Ry.					1,390,520	5.91	1,390,520	2.65
1611	Kans. Cy. & S. Wn. Ry. (of Mo.)					24,420	6.00	24,420	2.68
1612	Kans. Cy. & S. Wn. Ry. (of Kans.)					23,000	6.00	23,000	2.17
1613	Kans. S. Wn. Ry					22,320	6.00	22,320	2.44
1614	Le Roy & Caney Vy. Air Line R. R.					26,000	5.00	26,000	2.42
1617	Pueb. & State Line R. R.					113,500	5.00	113,500	2.55
1618	Rocks Co. R. R.					16,500	6.00	16,500	1.84
1619	St. L., Oak H. & Carondelet Ry.					24,000	6.00	24,000	2.57
1620	Cent. Brh. Un. Pac. R. R.					[1] 140,100	5.08	140,100	1.76
1621	Atch., Colo. & Pac. R. R.					244,200	6.00	244,200	4.38
1622	Atch., Jew. Co. & Wn. R. R.					32,520	6.00	32,520	4.37
1623	Kan. Cy., Wyand. & N. Wn. R. R.							46,770	2.35
1624	Kans. Cy., Law. & Wich. R. R.								
1625	Law. & Emp. Ry.					27,900	6.00	27,900	2.66
1626	Kans. Cy. & Beatrice R. R.								
1627	St. L., Iron Mtn & Sn. Ry.					2,339,885	5.53	2,358,690	1.39
1629	Kans. & Ark. Vy. Ry.					170,600	5.00	170,600	1.28
1630	Little Rock & Ft. Smith Ry.					163,975	7.00	175,945	2.34
1631	Little Rock Jctn. Ry.					26,100	6.00	26,100	2.19
1632	Bellevue Vy. R. R.								
1633	Sedalia, Warsaw & S. Wn. Ry.								
1634	Mo. Sn. R. R.							1,395	1.23
1635	Mo. S. Em. Ry.					240	3.00	240	.34
1636	Montg. & Wn. R. R. [2]								
1639	Pine Bluff & Em. R. R.					10,000	5.00	10,000	1.24
1644	St. L. S. Wn. Ry.					890,000	2.82	896,570	1.23
1649	St. L. Tr. Ry							19,994	1.55
1653	Term. R. R. Assn. of St. L.					315,000	4.50	342,693	3.75
1654	St. L. Brg. Co			239,400	3.00	350,000	7.00	589,400	4.50
1655	Tunnel R. R. of St. L.	75,000	6.00					75,000	5.22
1656	Texarkana & Ft. Smith Ry. [2]								
1657	Texarkana & Shrevept. R. R.	11,440	6.50					11,440	6.22
1658	Ultima T., Arkadel. & Miss. Ry.								
1529	Un. Pac. Ry. [4] [Kansas Div. and Leavenworth Branch.]					1,902,271	6.04	1,902,271	4.67
1661	Denver, Leadv. & Gunnison Ry.					103,860	4.50	103,860	1.68
1662	Jctn. Cy. & Ft. Kear. Ry.					76,450	6.70	76,450	2.44
1663	Kans. Cent. R. R.					80,880	6.02	80,880	1.74
1664	Leav., Top. & S. Wn. Ry.					55,200	4.00	55,200	1.46
1665	Sal. & S. Wn. Ry.					32,400	6.00	32,400	2.94
1666	Solomon R. R.					34,500	6.00	34,500	1.93
1668	Un. Pac., Denver & Gulf Ry.					1,217,939	5.43	1,217,939	2.06
1669	Un. Pac., Linc. & Colo. Ry					222,200	5.01	222,200	2.17
1670	White & Black Riv. Vy. Ry.					16,680	6.00	20,680	2.89

[1] Exclusive of interest on United States subsidy bonds.
[2] Road not in operation.
[3] Report for seven months ending June 30, 1893.
[4] Group figures assigned by this Office. See page 507, No. 1529, for totals covering entire road.

GROUP IX. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS. Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II, C. 15
	Total—Group IX	*Dollars.* 5,899	*P. ct.* 14.99	*Dollars.*	*P. ct.*	*Dollars.* 11,389,970	*P. ct.* 4.01	*Dollars.* 11,672,988	*Per cent.* 2.12
1295	Atch., Top. & S. Fé R. R.[1] [Line south of Red Riv.]	.....	.....	.....	.....	1,252,217	3.48	1,263,513	2.51
1675	Gulf, Colo. & S. Fé Ry	.....	.....	.....	.....	1,398,560	6.69	1,408,830	4.23
1677	Austin & N. Wn. R. R	.....	.....	.....	.....	89,750	4.67	89,750	2.90
1680	Chic., Rock I. & Tex. Ry.[2]	.....	.....	.....	.....	.....	.....	.....	.....
1686	Ft. Wor. & Rio G. Ry	.....	.....	.....	.....	148,248	5.07	158,393	2.65
1687	Galv. & Wn. Ry	.....	.....	.....	.....	.....	.....	1,285	.39
1689	Hearne & Brazos Vy. R. R.	.....	.....	.....	.....	2,800	3.00	2,800	2.81
1690	Houston & Tex. Cent. R. R.[3]	.....	.....	.....	.....	768,055	4.67	780,600	2.87
1691	Ft. Wor. & N. O. Ry	.....	.....	.....	.....	42,540	6.00	42,540	3.25
1692	Cent. Tex. & N. Wn. Ry	.....	.....	.....	.....	5,400	3.00	5,400	1.35
1693	Houston Belt & Magnolia Park Ry.	.....	.....	.....	.....	.....	.....	.....	.....
1694	Houston E. & W. Tex. Ry	.....	.....	.....	.....	.....	.....	.....	.....
1695	Houston & Shrevept. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
1697	Internat. & Gt. Nn. R. R	.....	.....	.....	.....	827,629	4.47	827,629	2.87
1698	Galv., Houston & Hend. R. R. of 1882.	.....	.....	.....	.....	100,000	5.00	100,000	3.31
1699	Kans. Cy., Watkins & Gulf Ry.[4]	.....	.....	.....	.....	72,014	3.66	72,014	1.46
1708	Minden R. R. & Compress Co.	5,899	15.00	.....	.....	.....	.....	5,899	1.50
1604	Mo., Kans. & Tex. Ry.[5] [Line south of Denison, Tex.]	.....	.....	.....	.....	917,584	2.90	917,584	1.46
1712	N. O. & N. Wn. Ry	.....	.....	.....	.....	75,000	5.00	93,444	1.48
1719	Paris, Marsh. & Sab. Pass Ry.	.....	.....	.....	.....	.....	.....	[6] 550	54.14
1720	Pecos Vy. Ry	.....	.....	.....	.....	(7)	.....	38	(8)
1721	Pecos Riv. R. R.	.....	.....	.....	.....	(7)	.....	.....	.....
1722	Rio G. R. R	.....	.....	.....	.....	4,585	4.21	4,585	1.26
1723	Rio G. & Eagle Pass Ry	.....	.....	.....	.....	.....	.....	.....	.....
1725	St. L., S. Wn. Ry. of Tex	.....	.....	.....	.....	377,800	2.11	385,652	10.22
1726	Tyler S. En. Ry	.....	.....	.....	.....	26,400	2.67	26,911	2.89
1727	San Ant. & Aransas Pass Ry.	.....	.....	.....	.....	344,000	1.93	344,000	1.47
1729	Sherman, Shrevept. & Sn. Ry.[9]	.....	.....	.....	.....	4,583	.14	4,583	.09
1731	Sn. Pac. Co.[10] [Atlantic System.]	.....	.....	.....	[8]	43,092	6.00	63,829	1.83
1732	Galv., Harrisb. & San Ant. Ry.	.....	.....	.....	.....	1,410,554	5.34	1,514,017	2.62
1733	La. Wn. R. R	.....	.....	.....	.....	134,400	6.00	134,400	2.32
1734	Morgan's La. & Tex. R. R.	.....	.....	.....	.....	452,089	6.70	452,089	2.08
1735	Gulf, Wn. Tex. & Pac. Ry.	.....	.....	.....	.....	95,137	4.28	95,137	3.49
1736	N. Y., Tex. & Mexican Ry	.....	.....	.....	.....	61,930	4.07	96,192	3.49
1737	Tex. & N. O. R. R. of 1874	.....	.....	.....	.....	307,920	5.93	329,047	3.14
1738	Tex. Transp. Co	.....	.....	.....	.....	.....	.....	79	(8)
1740	Tex. & Pac. Ry	.....	.....	.....	.....	1,279,490	2.35	1,296,851	1.37
1741	Tex. Cent. R. R	.....	.....	.....	.....	.....	.....	.....	.....
1742	Tex. Mexican Ry	.....	.....	.....	.....	150,000	6.41	150,000	2.42
1743	Tex. Midl. R. R.[11]	.....	.....	.....	.....	.....	.....	.....	.....
1744	Tex., Sab. Vy. & N. Wn. Ry.	.....	.....	.....	.....	24,950	4.77	24,950	2.32
1747	Tex. Trunk R. R	.....	.....	.....	.....	.....	.....	3,929	2.33

[1] Group figures assigned by this Office. See page 507, No. 1295, for totals covering entire road.
[2] Report for period January 22 to June 30, 1893.
[3] Report for three months ending June 30, 1893.
[4] Report for nine months ending June 30, 1893.
[5] See page 507, No. 1604, for totals covering entire road.
[6] Interest on receiver's certificates before sale of road.
[7] Interest and discount charged to construction. [8] Less than .01 per cent.
[9] Report for five months ending June 30, 1893.
[10] Group figures assigned by this Office. See page 507, No. 1731, for totals covering entire road.
[11] Report for period February 25 to June 30, 1893.

GROUP IX. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS. Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate.
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
1529	Un. Pac. Ry.:[1]								
1668	Un. Pac., Denver & Gulf Ry.:[2]								
1749	Ft. Wor. & Denver Cy. Ry.	.....	.....	.....	.....	493,235	5.92	493,235	2.71
1750	Ft. Wor. & Denver Term. Ry.	.....	.....	.....	.....	10,000	5.00	10,000	2.59
1752	Velasco Term. Ry.	.....	.....	.....	.....	.....	.....	.....	.....
1753	Vicksb., Shrevept. & Pac. R. R.	.....	.....	.....	.....	404,058	5.05	404,058	3.55
1755	Weatherf., Minl. Wells & N. Wn. Ry.	.....	.....	.....	.....	29,500	5.90	30,675	2.79
1756	Wich. Vy. Ry.	.....	.....	.....	.....	38,450	3.77	38,450	1.81

[1] Inserted to show relation of three roads following.
[2] Inserted to show relation of two roads following.

GROUP X. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS. Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II, C. 15
	Total—Group X	*Dollars.* 2,986,384	*P. ct.* 3.07	*Dollars.* 312,416	*P. ct.* 5.00	*Dollars.* 19,325,549	*P. ct.* 4.70	*Dollars.* 23,688,230	*Per cent.* 2.39
1758	Arcata & Mad Riv. R. R.	3,374	1.80					3,374	1.77
1759	Ariz. & New Mex. Ry					77,672	6.00	77,672	2.77
1760	Ariz. & S. En. R. R.	40,000	10.00					40,000	9.76
1295	Atch., Top. & S. Fé R. R. [1] [Line west of Santa Fé, N. M.]					995,493	3.48	1,004,473	2.15
1544	Atl. & Pac. R. R. [2] [Western and California Divisions.]					970,000	2.98	1,538,480	1.86
1762	New Mex. & Aris. R. R.								
1763	Sn. Cal. Ry					282,720	2.30	284,206	1.98
1768	Buckspt. & Elk Riv. R. R.	20,000	4.00					20,000	4.00
1771	Carson & Colo. Ry					80,000	4.00	80,000	4.00
1776	Colusa & L. R. R					4,200	6.00	4,347	2.55
1777	Coos Bay, Roseb. & En. R. R. & Nav. Co. [3]								
1781	Eureka & Palisade R. R.					70,000	7.00	70,000	2.25
1787	Gt. Salt L. & Hot. Spgs. Ry.								
1791	Ilwaco Ry. & Nav. Co.								
1797	Los Ang. Term. Ry. [4]					37,500	2.50	37,500	.82
1799	Maricopa & Phœnix R. R					32,400	6.00	32,400	2.82
1803	Nev.-Cal.-Oregon Ry. [5]								
	Nev.-Cal.-Oregon Ry. [6]								
1438	Nn. Pac. R. R. [6] [Line west of Idaho.]					1,793,607	5.31	1,919,985	3.27
1806	Cent. Wash. R. R.					129,000	6.00	129,000	3.54
1808	Cœur d'Alene Ry. & Nav. Co.					74,280	6.00	74,280	3.32
1812	Spokane & Palouse Ry.					166,860	5.59	166,860	4.19
1816	Seattle, L. Shore & En. Ry.					332,355	5.86	332,355	3.36
1817	N. Pac. Coast R. R.					40,235	2.70	40,379	.98
1759	Oregon & Wash. T. R. R. [7]								
1833	Rio G. Wn. Ry			312,416	5.00	560,000	3.50	896,438	2.65
1839	Salt L. & Los Ang. Ry								
1841	San Fran. & N. Pac. Ry.					210,270	5.02	210,270	2.04
1851	Sierra Vy. & Mohawk R. R. [3]								
1852	Silv. Cy. & Nn. R. R								
1731	Sn. Pac. Co. [8] [Pacific system.]					119,518	6.00	177,034	1.83
1854	Cal. Pac. R. R.					322,215	4.72	325,715	1.71
1855	Cent. Pac. R. R	1,345,510	2.00			3,300,315	3.80	4,645,825	2.93
1856	Northern Ry					547,270	5.52	547,270	2.39
1857	Nn. Cal. Ry.					47,250	5.00	47,250	2.12
1858	Oregon & Cal. R. R					850,000	4.99	874,750	2.41
1859	Oregonian R. R.								
1796	Portl. & Willamette Vy. Ry. [9]					27,201	7.00	32,879	4.11
1860	Portl. & Yamhill R. R. [10]							26,454	2.97
1861	Sn. Pac. R. R. of Ariz					600,000	6.00	600,000	1.98
1862	Sn. Pac. R. R. of Cal					2,694,124	5.65	2,694,124	2.34
1863	Sn. Pac. R. R. of New Mex.					250,800	6.00	250,800	2.25
1864	S. Pac. Coast Ry					220,000	4.00	220,000	1.91
1867	Sumpter Vy. Ry. [4]					4,500	3.00	4,500	1.35
1529	Un. Pac. Ry.: [11]								
1870	Echo & Park Cy. Ry					28,800	6.00	40,800	3.20

[1] Group figures assigned by this Office. See page 507, No. 1295, for totals covering entire road.
[2] See page 507, No. 1544, for totals covering entire road.
[3] Road not in operation. [4] Report for six months ending June 30, 1893.
[5] Report for six months ending December 31, 1892.
[6] Group figures assigned by this Office. See page 507, No. 1438, for totals covering entire road.
[7] Report of Receiver for period, July 1, 1892 to November 4, 1892, reorganized as Washington & Columbia River Ry., November 4, 1892.
[8] Group figures assigned by this Office. See page 507, No. 1731, for totals covering entire road.
[9] Report of Receiver for two months ending August 31, 1892. Reorganized as Portland and Yamhill R. R. August 31, 1892.
[10] Report for ten months ending June 30, 1893.
[11] Inserted to show relation of eight roads following.

GROUP X. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS. Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. (see Col. 8 Tab. II, Ch. II)
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
	Un. Pac. Ry.—Continued.								
1871	Oregon S. Line & Utah Nn. Ry.	.....	.....	.....	.....	2,799,620	5.60	2,799,620	3.65
1872	Oregon Ry. & Nav. Co. (lessee).	.....	.....	.....	.....	.....	.....	.....	.....
	Oregon Ry. & Nav. Co. (lessor).	1,440,000	6.00	.....	.....	1,186,150	5.22	2,626,150	5.63
1873	Cascade R. R.	.....	.....	.....	.....	.....	.....	.....	.....
1874	Col. & Palouse R. R.	.....	.....	.....	.....	169,740	6.00	169,740	4.62
1875	Mill Ck., Flume & Mfg. Co.	.....	.....	.....	.....	.....	.....	.....	.....
1876	Oregon Ry. Ex. Co.	.....	.....	.....	.....	75,579	5.00	75,579	3.61
1878	Wash. & Idaho R. R.	.....	.....	.....	.....	222,375	5.00	222,375	3.22
1881	Utah Cent. Ry.	.....	.....	.....	.....	.....	.....	.....	.....
1882	Vancouver, Klickitat & Yakima R. R.	.....	.....	.....	.....	.....	.....	3,200	3.38
1883	Va. & Truckee R. R.	137,500	2.75	.....	.....	.....	.....	137,500	2.71
1884	Visalia R. R. [1]	.....	.....	.....	.....	.....	.....	.....	.....
1885	Visalia & Tulare R. R.	.....	.....	.....	.....	3,500	7.00	4,570	4.05
1887	Wash. & Col. Riv. Ry. [2]	.....	.....	.....	.....	.....	.....	.....	.....
1888	Wash. Sn. Ry. (of Wash.)	.....	.....	.....	.....	.....	.....	200,076	1.34

[1] Report for eighteen months ending June 30, 1893.
[2] Report for period, November 4, 1892 to June 30, 1893.

ABLE V.—SUPPLEMENT.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1893.

[Showing totalized figures for certain roads lying in more than one group.]

).	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS. Dividends on common stock.	Rate.	Dividends on preferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscellaneous.	Rate. 100 × Col. 8 / Tab. II, C. 15
		Dollars.	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*P. ct.*	*Dollars.*	*Per cent.*
43	Canadian Pac. Ry. [1]	1,300,000	2.00	.....	.....	3,323,669	3.72	4,623,669	2.91
76	Balt. & Ohio R. R. [2]	1,249,838	5.00	300,000	6.00	3,658,625	4.88	5,343,999	4.59
58	Clev., Cin., Chic. & St. L. Ry. [3]	840,000	3.00	500,000	5.00	2,419,884	5.03	3,819,579	4.07
87	Peoria & En. Ry. [4]	.....	.....	.....	.....	419,120	3.06	419,120	1.74
00	Indpls., Dec. & Wn. Ry. [5]	.....	.....	.....	.....	132,880	3.15	132,880	2.26
06	Kanawha & Mich. Ry. [6]	.....	.....	.....	.....	55,667	2.73	59,373	.47
68	Norf. & Wn. R. R. [7]	.....	.....	430,000	1.00	2,634,736	4.50	3,153,050	2.62
70	Ohio & Miss. Ry. [8]	.....	.....	.....	.....	1,062,160	6.42	1,067,459	2.56
29	Tol., St. L. & Kans. Cy. R. R. [9]	.....	.....	.....	.....	540,000	5.40	540,000	1.94
30	Wabash R. R. [10]	.....	.....	.....	.....	2,848,405	3.50	2,848,405	2.09
84	Ches. & Ohio Ry. [11]	.....	.....	.....	.....	2,734,859	4.52	2,782,233	2.23
73	Ill. Cent. R. R. [12]	2,500,000	5.00	.....	.....	2,077,425	3.35	4,594,743	3.90
97	Louisv. & Nashv. R. R. [13]	2,112,000	4.00	.....	.....	4,233,979	5.48	6,345,979	4.71
95	Atch., Top. & S. Fé R. R. [14]	.....	.....	.....	.....	7,850,892	3.48	7,921,711	2.32
10	Chic. & Alt. R. R.: [15]								
12	Kans. Cy., St. L. & Chic. R. R. [15]	19,019	7.00	105,000	6.00	210,000	.....	334,019	1.65
33	Chic., Burl. & Quin. R. R. [17]	3,820,221	5.00	.....	.....	6,444,124	5.21	10,264,345	5.01
44	Chic., Rock I. & Pac. Ry. [18]	1,846,232	4.00	.....	.....	3,054,425	5.40	4,900,657	4.61
48	Chic., St. P., Minneap. & Om. Ry. [19]	.....	.....	787,976	7.00	1,450,416	5.93	2,238,392	3.75
78	Gt. Nn. Ry. [20]	.....	.....	1,000,000	5.00	.....	.....	1,000,000	1.05
80	St. P., Minneap. & Manit. Ry. [21]	1,200,000	6.00	.....	.....	3,440,287	4.89	4,640,287	4.43
28	Nn. Pac. R. R. [22]	.....	.....	.....	.....	7,092,160	5.31	7,591,875	3.28
29	Un. Pac. Ry. [23]	.....	.....	.....	.....	5,146,838	6.04	5,146,838	4.07
95	Atch., Top. & S. Fé R. R.: [15]								
44	Atl. & Pac. R. R. [24]	.....	.....	.....	.....	1,081,760	2.78	1,770,869	1.31
04	Mo., Kans. & Tex. Ry. [25]	.....	.....	.....	.....	2,193,193	3.38	2,193,193	1.70
31	Sn. Pac. Co. [26]	.....	.....	.....	.....	162,610	.....	240,863	0.18

[1] Lies in Group I, and outside of United States; see page 478, No. 43.
[2] Lies in Groups II and III; see pages 481 and 488, No. 176.
[3] Lies in Groups III and VI; see pages 488 and 497, No. 758.
[4] Lies in Groups III and VI; see pages 488 and 497, No. 767.
[5] Lies in Groups III and VI; see pages 489 and 498, No. 800.
[6] Lies in Groups III and IV; see pages 489 and 492, No. 806.
[7] Lies in Groups III and IV; see pages 490 and 492, No. 868.
[8] Lies in Groups III and VI; see pages 490 and 498, No. 870.
[9] Lies in Groups III and VI; see pages 491 and 499, No. 929.
[10] Lies in Groups III and VI; see pages 491 and 499, No. 930.
[11] Lies in Groups IV and V; see pages 492 and 494, No. 984.
[12] Lies in Groups V and VI; see pages 494 and 497, No. 1173.
[13] Lies in Groups V and VI; see pages 495 and 498, No. 1197.
[14] Lies in Groups VI, VIII, IX, and X; see pages 496, 501, 503, and 505, No. 1295.
[15] Inserted to show relation of road following.
[16] Lies in Groups VI and VIII; see pages 496 and 501, No. 1312.
[17] Lies in Groups VI and VII; see pages 496 and 500, No. 1333.
[18] Lies in Groups VI and VIII; see pages 496 and 501, No. 1344.
[19] Lies in Groups VI and VII; see pages 496 and 500, No. 1348.
[20] Lies in Groups VI and VII; see pages 497 and 500, No. 1378.
[21] Lies in Groups VI and VII; see pages 497 and 500, No. 1380.
[22] Lies in Groups VI, VII, and X; see pages 498, 500, and 505, No. 1438.
[23] Lies in Groups VII and VIII; see pages 500 and 502, No. 1529.
[24] Lies in Groups VIII and X; see pages 501 and 505, No. 1544.
[25] Lies in Groups VIII and IX; see pages 501 and 503, No. 1604.
[26] Lies in Groups IX and X; see pages 503 and 505, No. 1731.

TABLE VI.

GENERAL BALANCE SHEET

FOR

THE YEAR ENDING JUNE 30, 1893.

[Showing Increase or Decrease as Compared with June 30, 1892.]

EXPLANATORY NOTE.

In the following table the statistics presented have not been compiled on the basis of the territorial grouping adopted in the tabulation of the preceding tables of this report. The roads appearing in column 1 are, with a few exceptions, which are explained by footnotes, those filing reports in season for use in all tabulations.

A discussion of the facts shown in this table and a "General Balance Sheet for the Year ending June 30, 1893," appear on page 64. There is an occasional excess of "Funded Debt" in this table over similar data presented in Table II, which is caused by the fact that duplications sometimes arise in the case of subsidiary roads whose "Funded Debt" has been assumed by the operating company; the General Balance Sheets for such subsidiary roads are included in this table for completeness. In other cases, both "Capital Stock" and "Funded Debt" in this table exceed the amounts returned in Table II on account of the apportionment of a part of such stock and funded debt "To Other Properties." All of these exceptions are explained by footnotes.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (−)

No.	1	2	3	4	5	6	7
	Abbreviated name of road.	ASSETS.					
		Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Total—Railways in the United States.	8,415,491,543 +215,398,981	522,054,217 +32,063,986	336,712,255 +55,632,352	637,107,244 +22,832,201	403,979,166 −8,596,219	75,755,170 +918,598
1	Bang. & Aroostook R. R.					43,619	3,501
2	Bang. & Piscataq. R. R.	1,601,690	110,200				
						−28,346	−4,476
7	Bonningt. & Rutl. Ry.	1,475,000				61,919	8,908
						+30,000	−688
8	Boston & Alb. R. R.	26,380,161	3,145,400		475,485	1,138,350	320,252
		+73,066				−76,618	+18,775
9	N. Brookf. R. R.	100,000				359	
						−123	
10	Pittsf. & N. Adams R. R.	438,753	11,247				
11	Prov., Web. & Springf. R. R.	248,361				1,531	
						−238	
12	Ware Riv. R. R.	1,115,164					
13	Boston & Me. R. R. [1]	30,421,816	4,287,694	1,141,487	5,227,195	5,907,303	2,189,274
		+1,125,632	+10,000	+95,222	+370,889	+1,266,934	+452,780
14	Boston & Lowell R. R.	10,647,453	833,584	2,131,000	380,330	1,580,072	
		+932,107				−529,102	
15	Cent. Mass. R. R.	9,419,202					
16	Conn. & Pass. Rivs. R. R.	3,516,525	[2]		400,000	6,479	188,861
					+400,000	−464	
17	Nash. & Lowell R. R.	684,867	218,243			308,966	
						+6,211	
18	Peterborough R. R.	595,194				2,631	
		+2,700				−5,598	
22	Stony Brk. R. R.	276,601				1,085	
						+220	
23	Wilton R. R.	242,600				2,727	
						+201	
24	Conn. Riv. R. R.	2,990,447	455,978		590,690	363,302	
		+19,460	+29,450		+98,180	−236,344	−180,450
25	Vt. Vy. R. R. of 1871.	994,378	82,839		800,000	119,224	
		−6,101	+531			+4,241	
26	Sullivan Co. R. R.	888,056	56,521			11,833	
			+5,703				
27	Danvers R. R.	239,678					
28	En. R. R. in N. H.: [3]						
29	Ports. & Dover R. R.	768,400				4,559	
						+218	
30	Kennebunk & Kport. R. R.	65,000					
31	Lowell & And. R. R.	767,050				52,341	
						−16,371	
33	Manch. & Law. R. R.	1,279,069	[3]		45,740	47,214	
						−3,589	
34	Newburyport R. R.	597,386					
35	Portl., Saco & Ports. R. R.	1,382,445	96,555			51,118	
						+337	
36	W. Ameab. Brh. R. R.	114,000				705	
						+18	
37	Worc., Nash. & Roch. R. R.	4,138,585	415,336		[4] 35,300	10,699	
						+6,757	
38	St. J. & L. Cham. R. R.	4,633,198	151,567		247,650	98,659	43,126
		+10,730				−30,160	+6,588
39	York Harb. & B. R. R.	300,000				22,347	
						+6,019	

[1] Figures cover whole line, 1,293.39 miles. 36.75 miles not in United States.
[2] Included in "cost of road."
[3] Inserted to show relation of road following.
[4] Stocks of *this* company owned.

HE YEAR ENDING JUNE 30, 1893.

compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
27,327,910	142,925,119	11,272,264,361	4,630,457,481	5,266,318,961	604,248,946	26,415,861	366,147,229	
+3,192,898	+23,294,602	+307,804,398	+51,886,022	+170,308,600	+70,379,552	−404,486	+18,041,474	
.....	.....	47,120	.....	.....	32,910	.....	14,210	1
.....	.....	1,711,890	356,900	1,225,000	.....	.....	129,990	2
.....	−183,165	−215,987	.....	.....	−345,977	.....	+129,990	
.....	.....	1,545,819	1,000,000	475,000	35,104	.....	35,715	7
.....	.....	+29,321	.....	.....	−4,251	.....	+33,572	
1,908,842	.....	33,368,490	25,000,000	5,858,000	700,809	48,225	151,115	8
+115,009	.....	+130,232	.....	.....	−13,663	.....	+28,886	
.....	.....	100,359	100,000	.....	.....	.....	359	9
.....	.....	−123	.....	.....	.....	.....	−123	
.....	.....	450,000	450,000	.....	.....	.....	.....	10
.....	.....	244,892	160,000	.....	80,672	.....	4,220	11
.....	.....	−238	.....	.....	−1,186	.....	+948	
.....	.....	1,115,164	750,000	.....	365,164	.....	.....	12
[3] 904,478	.....	50,943,578	21,888,225	17,835,225	5,873,702	312,754	2,060,681	13
−217,692	.....	+3,329,806	+284,525	+871,950	+1,336,290	+52,894	+11,990	
[1] 64,246	.....	15,636,685	6,129,400	7,922,400	279,339	74,445	1,131,101	14
+2,471	.....	+405,476	+300,000	+684,000	−839,287	+24,333	+236,430	
.....	.....	9,419,202	7,419,202	2,000,000	.....	.....	.....	15
845	.....	4,716,638	2,500,000	1,900,000	78,645	.....	237,993	16
.....	.....	+399,536	.....	+400,000	.....	.....	−464	
.....	.....	1,212,076	800,000	300,000	3,019	.....	109,057	17
.....	.....	+1,211	.....	.....	+534	.....	+677	
.....	.....	597,825	385,000	.....	185	.....	212,640	18
.....	.....	−2,898	.....	.....	−295	.....	−2,603	
.....	822	300,000	300,000	.....	.....	.....	.....	22
.....	−220	.....	.....	.....	.....	.....	.....	
.....	.....	245,327	240,000	.....	2,727	.....	.....	23
.....	.....	+201	.....	.....	+201	.....	.....	
.....	249,408	4,689,800	2,580,000	1,290,000	819,800	.....	.....	24
.....	+249,408	+19,679	.....	+1,290,000	−206,063	.....	−1,004,258	
.....	.....	1,996,441	1,000,000	800,000	100,316	.....	96,125	25
.....	.....	−1,329	.....	.....	−1,577	.....	+248	
.....	.....	956,410	500,000	.....	320,065	.....	136,345	26
.....	.....	+5,703	.....	.....	+3,095	.....	+2,608	
.....	.....	239,678	[2] 58,300	125,000	25,000	.....	22,178	27
						[6]		28
.....	.....	772,959	769,000	.....	204	.....	3,755	29
.....	.....	+218	.....	.....	+72	.....	+146	
.....	.....	65,000	65,000	.....	.....	.....	.....	30
.....	.....	819,391	625,000	35,000	.....	.....	159,391	31
.....	.....	−16,371	+125,000	−143,000	.....	.....	+1,629	
.....	.....	1,390,023	1,000,000	274,000	6,684	.....	109,339	33
.....	.....	−3,500	.....	.....	−290	.....	−3,299	
.....	.....	597,386	[4] 200,900	[5] 300,000	.....	.....	77,046	34
.....	.....	1,550,118	1,500,000	.....	759	.....	49,359	35
.....	.....	+337	.....	.....	−44,796	.....	+45,133	
.....	.....	114,705	57,000	57,000	24	.....	681	36
.....	.....	+18	.....	.....	−27	.....	+45	
.....	435,831	5,035,751	3,099,800	1,162,000	761,650	12,301	.....	37
.....	+103,584	+110,341	.....	−267,000	+383,238	−5,897	.....	
.....	614,704	5,901,628	3,848,500	641,000	1,397,583	9,513	.....	38
.....	+93,528	+80,694	.....	.....	+80,654	.....	.....	
.....	.....	322,347	300,000	.....	6	.....	22,341	39
.....	.....	+6,019	+100	.....	−3	.....	+5,947	

[1] "Sinking fund."
[2] Includes $416,785, "sinking fund."
[3] Excludes $9,200, amount paid in on shares not issued.
[4] Excludes $19,440, "amount paid in on shares not issued."
[5] Excludes $145,800, for which road does not appear to be liable at maturity of bonds.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (−)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
40	Boston, Rev. B. & Lynn R. R.	1,243,985	340,317	.....	.....	35,564	22,521
		+2,500	−1,000	.....	.....	−7,773	+2,885
41	Bridgton & Saco Riv. R. R. [1]	.....	.....	.....	.....	.....	.....
43	Canadian Pac. Ry. [2]	167,660,460	20,929,403	11,561,900	3,240,000	24,073,768	2,005,755
		+12,268,891	+902,846	+10,868,400	.....	−982,729	−304,796
48	Southeastern Ry. [1]	.....	.....	.....	.....	.....	.....
49	Newpt. & Richf. R. R.	700,000	.....	.....	.....	.....	.....
50	Cent. Vt. R. R.	257,771	45,468	889,037	673,934	1,050,627	240,024
		+257,771	+45,468	+200	.....	−24,594	−64,009
52	Consol. R. R. of Vt. [3]	.....	.....	.....	.....	.....	.....
54	Montp. & White Riv. R. R. [3]	.....	.....	.....	.....	.....	.....
55	New London Nn. R. R.	2,978,952	248,420	150,000	.....	62,962	.....
		+25,615	.....	.....	.....	−22,783	.....
59	Clarendon & Pittsf. R. R. [1]	.....	.....	.....	.....	.....	.....
60	Pittsf. & Rutl. R. R.	38,265	.....	.....	.....	.....	.....
61	Conc. & Montreal R. R.	8,047,652	499,108	40,000	1,866,800	360,860	348,569
		+66,644	+55,000	.....	+431,726	+45,997	−84,337
62	Conc. & Ports. R. R.	350,000	.....	.....	.....	2,837	.....
		.....	.....	.....	.....	+147	.....
69	Pemigewasset Vy. R. R.	520,700	.....	.....	.....	645	.....
		+17,700	.....	.....	.....	+42	.....
70	Suncook Vy. R. R.	348,199	.....	.....	.....	2,472	.....
		.....	.....	.....	.....	+35	.....
78	Fitchburg R. R.	38,555,785	3,946,940	.....	.....	2,600,311	894,822
		+944,983	.....	.....	−157,360	−340,911	+218,982
81	Troy & Benningt. R. R.	236,953	.....	.....	.....	2,187	.....
		.....	.....	.....	.....	−307	.....
82	Vt. & Mass. R. R.	3,499,602	261,234	.....	.....	12,389	.....
		.....	.....	.....	.....	−189	.....
85	Gr. Trunk Ry.: [4]						
86	Atl. & St. Law. R. R.	8,922,000	.....	.....	.....	.....	.....
87	Norway Brh. R. R.	8,750	.....	.....	.....	.....	.....
88	Lewiston & Aub. Ry.	300,000	.....	.....	.....	.....	.....
90	Hoosac Tun. & Wilm. R. R.	401,925	51,219	.....	.....	5,491	575
		+39,872	+5,026	.....	.....	−1,855	+575
91	Kennebec Cent. R. R.	61,517	18,394	.....	.....	2,553	227
		+1,300	.....	.....	.....	−822	+3
92	Lime Rock R. R.	349,041	115,078	.....	.....	20,201	7,139
		+8,583	+11,800	.....	.....	+2,222	−429
93	Me. Cent. R. R. [5]	11,976,020	2,119,801	138,000	527,476	821,372	724,853
		+196,976	.....	−24,167	+26,360	+255,591	+201,623
95	Belfast & Mooseh. L. R. R.	795,100	.....	.....	.....	17	.....
		−3,000	.....	.....	.....	+5	.....
96	Dexter & Newpt. R. R.	297,000	.....	.....	.....	631	.....
		.....	.....	.....	.....	−96	.....
97	Dexter & Piscataq. R. R.	295,788	.....	.....	.....	5	.....
		.....	.....	.....	.....	−1,207	.....
98	En. Me. Ry.	200,000	.....	.....	.....	184	.....
99	European & N. Amer. Ry.	3,255,570	330,679	.....	3,290	4,409	.....
		.....	.....	.....	.....	+2,391	.....
100	Knox & Linc. Ry.	1,549,904	(6)	.....	.....	.....	.....
101	Portl. & Ogdensb. Ry.	6,504,563	(6)	.....	.....	.....	.....
102	Upper Coos R. R.	1,130,978	262,022	.....	.....	.....	.....
		.....	+146,000	.....	.....	.....	.....

[1] Insufficient data for this Table.
[2] Figures cover line outside of United States only. Not included in totals of this Table.
[3] No data for this Table.
[4] Report not filed; inserted to show relation of three roads following.
[5] Figures cover whole line, 813.76 miles; 53 miles not in United States.
[6] Included in "cost of road."

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	1,737,476	850,000	639,000	146,592	.....	101,884	40
.....	.....	—3,590	.....	.....	—3,590	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	41
.....	.....	232,079,040	65,000,000	89,291,970	4,642,375	324,498	7,544,662	43
.....	.....	+20,656,448	.....	+17,665,658	+387,844	—15,817	+1,832,358	
.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	700,000	350,000	350,000	.....	.....	.....	49
.....	42,199	4,116,726	1,000,000	.....	2,814,574	.....	.....	50
.....	—17,760	+525,655	.....	.....	+317,167	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	54
27,071	.....	3,560,575	1,500,000	1,500,000	2,294	.....	558,281	55
—22,614	.....	—19,782	.....	.....	—38,260	.....	+18,478	
.....	.....	.....	.....	.....	.....	.....	.....	59
.....	.....	38,265	30,000	.....	.....	.....	8,265	60
.....	.....	12,220,485	5,983,800	3,932,700	1,796,326	.....	507,659	61
.....	.....	+494,163	+1,183,800	+742,100	+93,415	—6,728	—84,224	
.....	.....	352,837	350,000	.....	.....	.....	2,837	62
.....	.....	+147	.....	.....	.....	.....	+147	
.....	.....	521,345	521,100	.....	.....	.....	245	69
.....	.....	+17,742	+17,700	.....	.....	.....	+42	
.....	.....	350,671	341,700	.....	.....	.....	275	70
.....	.....	+35	.....	.....	.....	.....	+35	
.....	.....	47,599,702	24,000,000	20,499,500	2,338,240	239,427	273,197	78
.....	.....	+823,011	+502,400	—321,500	+809,063	—4,979	.....	
.....	.....	239,140	150,800	37,000	.....	.....	51,340	81
.....	.....	—307	.....	—4,000	.....	.....	+3,693	
.....	.....	4,349,394	3,193,000	1,000,000	12,034	.....	142,002	82
.....	.....	—189	.....	.....	—189	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	85
.....	.....	8,922,000	5,484,000	3,438,000	.....	.....	.....	86
.....	.....	8,750	8,750	.....	.....	.....	.....	87
.....	.....	300,000	300,000	.....	.....	.....	.....	88
1,487	.....	460,697	250,000	.....	209,616	.....	1,081	90
+1,487	.....	+45,105	+40,000	.....	+4,901	.....	+204	
.....	.....	82,691	[1] 41,250	17,000	19,835	.....	4,606	91
.....	.....	+481	.....	+2,000	—2,398	.....	+879	
[2] 12,000	.....	919,617	450,000	330,000	77,837	.....	10,394	92
+6,000	.....	+192,352	+150,000	+4,000	+21,408	.....	+1,257	
[2] 237,256	.....	24,282,419	[3] 4,974,700	11,543,800	1,191,832	144,132	711,009	93
+20,565	.....	+975,257	+487,600	—53,700	+295,562	—50	+27,877	
.....	.....	795,117	648,100	147,000	.....	.....	17	95
.....	.....	—2,995	.....	—3,000	.....	.....	+5	
318	.....	298,024	122,000	175,000	393	.....	631	96
—54	.....	—150	.....	.....	—54	.....	—96	
.....	1,207	297,000	122,000	175,000	.....	.....	.....	97
.....	+1,207	.....	.....	.....	.....	.....	.....	
.....	.....	200,184	200,000	.....	57	.....	127	98
.....	.....	3,593,948	2,492,600	1,000,000	3,343	.....	98,005	99
.....	.....	+2,391	+1,300	.....	+2,720	.....	—1,629	
.....	.....	1,650,000	200,000	1,450,000	.....	.....	.....	100
.....	.....	+50,000	.....	+50,000	.....	.....	.....	
.....	.....	6,504,563	4,385,563	2,119,000	.....	.....	.....	101
.....	.....	1,393,000	350,000	1,043,000	.....	.....	.....	102
.....	.....	+146,000	.....	+146,000	.....	.....	.....	

[1] Includes $1,250, amount paid on shares not issued.
[2] "Sinking fund."
[3] Excludes $8,200, amount paid in on shares not issued.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)

No.	1	2	3	4	5	6	7
	Abbreviated name of road.	ASSETS.					
		Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
103	Martha's Vin. R. R. [1]						
104	Monson R. R.	60,887	17,262			180	
						—82	
105	Montp. & Wells Riv. R. R. [2]	800,000				14,834	18,610
						+4,434	+677
107	Moshassuck Vy. R. R.	80,092	13,400			5,073	2,906
						—1,024	+1,098
110	Narragansett Pier R. R.	210,846	44,826			33,212	
			+4,750			+11,635	
112	N. Y. & New Eng. R. R.	35,002,209	5,335,063			1,474,356	297,513
		+326,691	+1,567		—99,900	+236,065	—169,569
113	Mer., Waterb. & Conn. Riv. R. R.	934,000	[2]				
		—623,793				—24,871	—5,490
114	Milf. & Woonsocket R. R.	173,381				12,764	
		+1,500				—10,299	
115	Milf., Frank. & Prov. R. R.	101,308				671	
		+53				+45	
116	Norwich & Worc. R. R.	3,616,096	179,751		489,275	154,395	42,478
		—13,294			+219,275	+6,320	
117	Prov. & Springf. R. R.	1,267,450	[2]				
		+250,000					
118	R. I. & Mass. R. R. in Mass.	112,321				2,619	
120	Rockville R. R. [4]	144,248	25,858		500	1,501	1,886
						+55	
121	Woonsocket & Pascoag R. R.	300,000					
122	N. Y., New Hav. & Hartf. R. R.	35,549,320	5,111,515	815,153	1,648,807	2,737,401	1,372,222
		+11,750,370	+1,213,898	+278,750	+210,253	+2,141,290	+739,858
123	Boston & N. Y. Air Line R. R.	4,437,148	129,982	12,370	25,783	1,262	
		+910		—1,000	+1,980	+227	
125	Harlem Riv. & Port Chester R. R.	3,066,700				80	
126	Housatonic R. R.	5,203,646	1,581,536				
		—9,324			—79,888	—188,898	—114,530
127	Berkshire R. R.	600,000			3,970	9,717	
					—2,030	—8,293	
128	Danb. & Norwalk R. R.	1,170,271	228,972		50,000		
129	New Hav. & Derby R. R.	1,806,292	200,676				
		—50,000					
130	Stockbridge & Pittsf. R. R.	448,700			2,550	7,965	
						+282	
131	Naugatuck R. R.	2,024,697	297,087				
132	New Hav. & Northamp. Co.	5,731,587	850,430		21,000	647	
						+135	
133	Holyoke & Westf. R. R.	522,269				29,708	
						+11,916	
135	Prov. & Worc. R. R.	4,276,250	828,887			103,172	
		+706,250				—819,777	
136	Shore Line Ry.	1,169,496				1,454	
						—3,190	
137	W. Stockbridge R. R.	39,600				796	
						—711	
138	Old Colony R. R.	23,215,691	2,340,774		1,139,972	435,037	635,924
		+1,517,435	+171		+15,350	—741,101	+133,677
139	Boston & Prov. R. R.	5,046,088	871,234		237,520	165,661	
						+730	
140	Attleb. Brh. R. R.	131,417				1,022	
141	Chatham R. R.	99,151				1,695	
						+687	

[1] No data for this Table.
[2] Included in "cost of road
[3] Report for year ending March 31, 1893.
[4] Report for year ending September 30, 1893

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
								103
3,415	106,072	187,816	70,000	70,000	47,816			104
+2,371	+2,760	+5,049			+5,049			
		833,444	800,000				33,444	105
		+5,111			—6,576		+11,687	
		103,991	50,000				53,991	107
		+74					+74	
		288,884	133,800	95,400	10,013	2,751	46,920	110
—199		+16,186			+4,562		+11,624	
	844,288	43,232,686	23,817,600	17,187,523	1,853,311	141,122		112
	+11,832	+497,931	+152,600	—31,313	+212,647	+212		
		934,000	484,000	450,000				113
	—483	—654,637	—16,000	—550,000	—88,637			
	22,455	208,600	148,600	60,000				114
	+6,999	—1,800			—1,800			
	8,321	110,300	100,000	10,000	300			115
	—98							
		4,485,102	2,772,200	400,000	407,884	8,000	897,018	116
		+212,301	+125,300		—8,742		+95,743	
		1,267,450	517,450	500,000	250,000			117
		+250,000			+250,000			
		114,940	100,000				14,940	118
		173,803	108,750		16,900		47,903	120
		+55					+55	
		300,000	200,000	100,000				121
		51,126,538	32,938,000	4,300,000	3,894,955	63,630	6,109,916	122
		+20,202,006	+9,563,000	+2,300,000	+2,552,907	+56,963	+2,102,200	
		4,606,495	3,863,641	500,000		11,292	230,062	123
		+2,117	+910				+1,207	
		3,066,780	42,250	3,000,000	24,530			125
	128,341	7,092,004	2,898,900	3,000,000				126
—11,008	+128,341	—427,732	—3,900		—1,094,512	—25,421	—356,026	
		613,687	600,000		401		13,286	127
		—10,323			+232		—10,555	
		1,449,243	600,000	650,000	50,000	14,875	134,368	128
						—2,000	+2,000	
		2,006,968	447,000	1,526,901		29,527	3,540	129
		—50,000		—50,000		—1,250	+1,250	
		459,215	448,700		1,032		9,483	130
		+282			+701		—419	
		2,423,284	2,000,000	150,000		500	272,784	131
[1] 210,000		6,813,664	2,460,000	3,900,000			[2] 453,664	132
+15,000		+15,135					+15,135	
		551,977	260,000	260,000			23,977	133
		+11,916					+3,916	
		5,208,309	3,500,000	1,500,000			208,309	135
		—113,527					—87,277	
	32,850	1,203,800	1,000,000	200,000	3,800			136
	+6,990	+3,800			+3,800			
		40,396	39,600				796	137
		—711					—711	
		29,782,820	[3] 13,878,500	12,576,200	1,954,293	123,666	1,241,236	138
		+497,813	+711,000	+420,000	—1,037,299	+3,333	+400,879	
		6,402,687	4,000,000	2,165,000	162,088		75,599	139
		+730			+345		+385	
		132,439	131,700				739	140
		101,625	68,200	29,300		293	3,832	141
		+687		—200		—7	+894	

[1] Sinking fund.

[2] Includes $15,000 paid to "sinking fund" by lessee.

[3] Excludes $8,925 stock liability.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	N. Y., New Hav. & Hartf. R. R.—Continued. Old Colony R.R.—Contd.						
142	Fall Riv. R. R.	446,332					
145	Prov., War. & Bristol R. R.	458,610	40,000			2,465	
						+3	
146	Phillips & Rangeley R.R.	234,036	57,490			17,707	
		+4,755	+16,541			+17,707	
147	Portl. & Roch. R. R.	592,070	(1)			129,979	14,518
						—13,219	—2,059
148	Portl. & Rumf. Falls Ry.	734,297	62,323			30,747	14,641
		+560,746	+43,255		—1,971	—19,469	+13,738
150	Rockport R. R	22,000	8,000			1,084	
						+1,084	
151	St. Croix & Penobscot R. R. [2]	364,000				14,390	
						+8,484	
152	Sandy Riv. R. R	117,017	39,769			9,563	3,073
		+1,989				+498	+534
155	Shepaug, Litchf. & Nn. R. R.	605,119	45,619			10,004	
						—339	
156	Somerset Ry	1,039,961	27,453			15,503	10,694
		+898	+4,848			+2,024	—4,729
157	S. Manch. R. R	80,838	25,818				3,809
		+33					—247
158	Un. Freight R. R	401,070	14,000		[3] 13,000	27,547	8,333
						—27,146	+4,377
159	Wood Riv. Brh. R. R.	111,825	13,555			7,561	617
						+2,394	+116
160	Woodstock Ry	250,000	17,825			3,891	1,734
						+3,803	—1,261
163	Addison & Pa. Ry. [4]	1,369,746	(1)			8,073	
165	Allegh. & Kinzua R. R.	800,643	(1)			11,288	
						+5,169	
168	Annap., Wash. & Balt. R. R.	358,000	(1)			14,123	
						—3,317	
170	Bachman Vy. R. R.	68,150				464	
						+35	
171	Balt. & Del. Bay R. R.	741,500	(1)			1,700	
						+359	
173	Balt. & En. Shore R. R. [5]						
174	Bay Ridge & Annap. R. R.	55,728				71,060	
						—849	
176	Balt. & Ohio R. R.	40,235,560	13,374,388	1,429,688	12,622,076	8,758,880	1,250,747
		+423,808	—203,026	+150,121	+125,545	—871,908	—67,541
178	Balt. & Phila. R. R.	9,840,000	20,954				
179	Confluence & Oakl. R. R.	231,177					
181	Lanc., Cecil & Sn. R. R.	120,000					
183	Ohio & Balt. S. Line Ry. (En. Div.).	1,541,822					
		+799					
184	Parkersburg Brh. R. R. [5]						
185	Pittsb. & Connellsv. R. R.	15,198,070	1,734,412	1,751,000	1,052,240	151,031	
		+158,113					
186	Berlin R. R.	50,425					

[1] Included in "cost of road."
[2] Figures cover whole line, 21 miles; 4.75 miles not in United States.
[3] Stocks of *this* company owned.
[4] Report for seven months ending June 30, 1893.
[5] Insufficient data for this Table.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	446,332	200,000	200,000	30,428	2,500	13,404	142
.....	.....	.....	.....	.....	−7,772	.....	+7,772	
.....	.....	501,075	437,300	.....	38,716	.....	25,059	145
.....	.....	+3	.....	.....	+170	.....	−167	
.....	28,893	338,131	99,400	200,000	34,773	3,958	.....	146
−2,904	+21,428	+57,527	+100	+50,000	+6,594	+833	.....	
.....	.....	856,203	592,070	9,000	141,904	90	113,139	147
.....	.....	−4,673	.....	+9,000	−13,829	+90	+66	
.....	.....	941,862	250,000	376,000	275,833	7,780	32,164	148
.....	−774	+466,099	+150,000	+164,000	+117,931	+2,494	+32,164	
.....	.....	31,084	30,000	.....	.....	.....	1,084	150
.....	.....	+1,084	.....	.....	.....	.....	+1,084	
.....	.....	378,690	100,000	131,900	1,425	.....	145,365	151
.....	.....	+6,084	.....	−600	−18	.....	+6,702	
.....	30,443	199,870	100,000	90,000	9,870	.....	.....	152
.....	+24,697	+26,945	+30,900	.....	−2,403	−1,500	.....	
.....	.....	660,742	600,000	.....	5,966	.....	54,776	155
.....	.....	−339	.....	.....	−2,876	.....	+2,537	
.....	.....	1,093,611	736,649	225,000	71,810	.....	60,152	156
.....	.....	+3,050	.....	.....	−13,376	.....	+16,426	
.....	.....	110,465	40,000	.....	13,416	.....	57,049	157
.....	.....	−214	.....	.....	−1,940	.....	+1,726	
.....	.....	463,950	300,000	.....	102,123	.....	61,827	158
.....	.....	−22,769	.....	.....	−22,162	.....	−607	
.....	.....	133,558	60,000	56,500	8,988	1,695	6,375	159
.....	.....	+2,504	.....	.....	+410	.....	+2,094	
.....	.....	273,450	250,000	.....	.....	.....	23,450	160
.....	.....	+2,542	.....	.....	−4,100	.....	+6,642	
.....	.....	1,377,819	762,257	335,000	271,507	.....	9,055	163
.....	13,523	825,454	500,000	285,000	40,454	.....	.....	165
.....	+2,956	+8,125	.....	.....	+8,125	.....	.....	
.....	.....	372,123	358,000	.....	12,041	.....	2,082	168
.....	.....	−3,317	.....	.....	−2,246	.....	−1,071	
.....	35,020	103,634	68,150	.....	35,484	.....	.....	170
.....	+138	+173	.....	.....	+173	.....	.....	
.....	97,378	840,578	366,500	375,000	95,953	3,125	.....	171
.....	+21,835	+22,194	.....	.....	+22,194	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	173
.....	16,137	142,925	50,000	50,000	42,925	.....	.....	174
.....	+4,924	+4,075	.....	.....	+4,075	.....	.....	
[1] 12,399,596	.....	142,774,405	30,007,886	75,036,000	11,322,782	1,054,132	24,578,513	176
+854,608	.....	+2,831,087	.....	+491,000	+1,929,753	−150	+400,787	
.....	2,218,245	12,079,199	4,996,850	4,840,000	2,239,199	.....	.....	178
.....	+123,745	+123,745	.....	.....	+123,745	.....	.....	
.....	217,102	448,279	200,000	200,000	48,279	.....	.....	179
.....	+16,561	+16,561	.....	.....	+16,561	.....	.....	
.....	.....	120,000	120,000	.....	.....	.....	.....	181
.....	310,341	1,852,163	290,000	500,000	1,062,163	.....	.....	183
.....	+37,847	+38,646	.....	.....	+38,646	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	184
[2] 513,373	7,038,327	27,438,453	1,956,091	[3] 20,718,224	4,764,138	.....	.....	185
+21,757	+531,690	+711,560	.....	.....	+711,560	.....	.....	
.....	73,466	123,891	50,000	.....	73,891	.....	.....	186
.....	+6,306	+6,306	.....	.....	+6,306	.....	.....	

[1] Includes $12,026,460, "sinking fund."
[2] Includes $467,044, "sinking fund."
[3] Includes $10,000,000, excluded from Table II, assumed by Balt. & Ohio R. R.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (−)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Balt. & Ohio R. R.—Contd. Pittsb. & Connellsv. R. R.—Continued.						
188	Mt. Pleas. & Broad F. R. R.	203,983				610,113	
						+15,038	
189	Somerset & Cambria R. R.	1,340,306				295,112	
		+3,005				−99,027	
190	Schuyl. Riv. E. Side R. R.	9,000,000				156,993	
						+107,936	
192	State Line R. R. (of Pa.)	645,650					
		+413,255				−43,634	
194	Wash. Co. R. R	995,711					
		−722					
195	Wheel., Pittsb. & Balt. R. R.	7,155,350					
		+23,518				−3,317,194	
197	Berkeley Spgs. & Pot. R. R.	89,005					
		+650					
198	Salisbury R. R.	260,837	11,841			13,057	
		+1,860				−15,004	
199	Bang. & Portl. Ry	407,511	109,475			510	
		+19,487	+1,500			+227	
201	Barclay R. R	450,000	33,285	6,000		23,979	
			+81			+9,127	
203	Bath & Hammondsprt. R. R.	367,930	32,715			11,173	
		+90,786	+417			−2,390	
211	Brownstone & Middlet. R. R.	20,000	7,550			2,773	
			+2,550			+732	
212	Buff. Ck. Tr. R. R. [1]						
213	Buff., Roch. & Pittsb. Ry.	17,690,692	3,933,193		1,003,671	907,179	249,462
		+939,454	+559,793			+196,675	−46,172
218	Carth. & Adirondack Ry. [2]	1,519,940	21,301			260,518	3,127
		+4,096	−125			+210,878	+2,229
219	Catasauqua & Fogelsv. R. R.	576,920	135,150	22,000		79,376	1,679
		+256		+22,000		−19,153	+1,183
220	Cats. Mtn. Ry	422,023	3,739			6,597	8,644
		+11,162	+320			−4,152	+5,375
221	Cairo R. R	38,479	6,232			135	
						−37	
222	Cent. N. Y. & Wn. R. R. [3]	1,420,513	18,709			9,563	446
224	Cent. R. R. of N. J	32,491,686	13,432,099	14,598,384	7,731,164	5,163,408	892,632
		+1,163,622	+562,136	+450,925	+28,710	+836,697	+221,478
236	Lehigh & Lack. R. R.	970,500					
237	Wind Gap & Del. R. R	179,242				50,000	
		+2,420					
238	Lehigh & Susq. R. R. [4]						
239	Treskow R. R	271,571					
241	Longwood Vy. R. R.: [5]						
242	Dover & Rkaway. R. R.	135,000					
246	Nesquehoning Vy. R. R	1,419,246				1,184	
		+489				+75	
248	N. Y. & Long Brh. R. R	3,510,311					
		+75,979					
256	Wilksb. & Scran. Ry.	1,080,038					
		+10,765					
50	Cent. Vt. R. R.: [6]						
257	Malone & St. Law. Ry	480,000				12,000	
						+12,000	

[1] Insufficient data for this Table.
[2] Report for two months ending June 30, 1893.
[3] Report for seven months ending June 30, 1893.
[4] No data for this Table.
[5] Inserted to show relation of road following.
[6] Inserted to show relation of three roads following.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
		814,096	150,500				663,596	188
		+15,038					+15,038	
	582	1,636,000	1,000,000	636,000				189
	—22,478	—118,500		—118,500				
		9,156,993	4,500,000	4,500,000			156,993	190
		+107,936					+107,936	
		645,050	260,000		373,486		12,164	192
		+369,621			+373,486		—3,865	
	42,499	1,038,270	982,680		55,590			194
	+6,422	+5,700			+5,700			
	3,844,650	11,000,000	5,500,000	5,500,000				195
	+3,293,676							
	21,670	110,675	30,650		80,025			197
	+5,617	+6,267	+650		+5,617			
		285,735	117,988	150,000	1,680		16,067	198
		—13,144	—42		—161		—12,941	
		517,496	121,100	320,000			76,396	199
		+21,214					+21,214	
4,878		1,130,559	[1] 1,000,000	76,000	6,000		48,559	201
+4,878		+16,268			+540		+15,728	
		411,818	100,000	300,000	10,054		1,764	203
	—2,560	+86,313		+100,000	—15,451		+1,764	
		30,323	25,000		3,609		1,714	211
		+3,282			+2,012		+1,270	
								212
		23,775,198	12,000,000	10,725,500	820,975	124,489	104,234	213
		+1,649,750		+1,325,000	+340,994	+17,634	—33,878	
		1,804,886	500,000	1,100,000	31,517	3,666	169,703	218
—619	—117,048	+99,411		+147,000	—209,134	—8,158	+169,703	
		815,125	426,900	135,000	60,059		193,166	219
		+4,296			+30,775		—26,479	
		441,003	89,000	303,200	12,518	2,723	33,562	220
		+12,705			+7,085	—5,862	+11,482	
	304	45,150	19,900	25,000		250		221
	+37							
	2,542	1,451,773	1,000,000	350,000	101,773			222
1,068,237		78,801,193	22,498,000	46,075,100	4,866,625	41,741	4,980,055	224
—644,492		+2,559,834	+21,000	+953,578	+847,655	+2,002	+735,232	
		970,500	370,500	600,000				236
		229,242	100,000		129,242			237
		+2,420			+2,420			
								238
		271,571	130,000		141,571			239
								241
		135,000	100,000	35,000				242
		1,420,430	1,418,600		1,830			246
		+564			+564			
	131,689	3,642,000	2,000,000	1,642,000				248
		+75,979		+142,000	—66,021			
		1,080,038	500,000	500,000	80,038			256
		+10,765			+10,765			
								50
		492,000	240,000	240,000	12,000			257
		+12,000			+12,000			

[1] Includes $350,000, excluded from Table II, apportioned "to other properties."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (−)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Cent. Vt. R. R.—Contd.						
258	Ogdensb. & L. Cham. R. R. [1]						
259	Sar. & St. Law. R. R.	100,000					
260	Chambersb. & Gettysb. R. R.	200,000	([2])			753	
						+674	
261	Chateaugay R. R	252,656	205,343			257,443	31,277
		+1,120	+3,341			+50,326	+1,931
262	Chateaugay Ry	368,000					
264	Clarion Riv. Ry	137,012	15,853			1,430	
		+32,584	+7,333			+1,430	
265	Clove Brh. R. R.	150,000	39,105			2,868	
						+382	
266	Con. Term. R. R.	623,053				335,867	
		+61,206				+118,997	
269	Cornwall R. R	677,694	189,941			64,130	
			+2,539			+17,229	
270	Cornwall & Leb. R. R.	1,382,297	192,889			46,325	
		+21,032	+6			−130,983	
272	Couderspt. & Port Alleg. R. R. [3]						
273	Couderspt. & Pine Ck. R. R.	51,500					
278	Del. & Hud. Canal Co	4,568,120	5,693,003			1,259,896	1,618,172
		+127,159	+371,557			−214,031	+99,086
279	Alb. & Susq. R. R.	9,442,535	4,758,232		7,000	2,021	
						−173	
283	Nn. Coal & Iron Co	2,103,479					
		+29,222					
284	Renss. & Sar. R. R.	9,569,745	1,347,744	52,000		7,705	
						+337	
285	Alb. & Vt. R. R.	600,000				7,179	
						+745	
286	Glens Falls R. R.	456,431					
287	Sar. & Schen. R. R.	450,000		5,000		1,020	
						+10	
288	Ticonderoga R. R.	60,000					
289	Adirondack Ry	2,803,493	82,868			168,642	32,630
		+2,207	+9,431			+141,676	+13,532
290	Del., Lack. & Wn. R. R.	17,303,357	9,244,024	5,836,159	3,644,730	8,543,050	1,782,918
		+21,558	−323,941	−192,623	−160,446	−567,916	−181,137
291	Cayuga & Susq. R. R.	520,458	79,542			2,119	
						+1,165	
292	Greene R. R.	362,886	37,200				
293	Hopatcong R. R.	29,539					
294	Mor. & Essex R. R.	33,050,536	5,535,949		432,535		
		+141,712	−218,622				
295	Chester R. R.	225,273					
		+597					
296	Mor. & Essex Ex. R. R.	362,383					
		+11,571					
297	Newk. & Bloomf. R. R.	264,275					
298	N. Y., Lack. & Wn. Ry.	26,380,741	5,827,285				
		+123,761	+41,403				
299	Oswego & Syr. R. R.	1,847,161	616,808				
		+1,200	−7,645				
300	Passaic & Del. R. R.	137,026					
		+13,757					

[1] No data for this Table.

[2] Included in "cost of road."

[3] Insufficient data for this Table.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
								258
		100,000	(1)	100,000				259
	7,928	208,681	200,000		8,681			260
	+3,693	+4,367			+4,367			
		746,719	75,000		70,003		285,334	261
		+56,718			+70,003		+48,871	
		368,000	168,000	200,000				262
106		154,401	120,000		18,396		16,005	264
+63		+41,410	+28,900		+1,066		+11,444	
		193,197	150,000		4,749		38,448	265
		+382			+3,950		−3,568	
		958,920	20,000	500,000	80,747	4,167	354,006	266
		+180,203			+80,747		+99,456	
		976,184	400,000				576,184	269
		+19,768			−34,000		+53,768	
		1,651,761	800,000	800,000	35,822		15,939	270
		−336,945		−227,000	+41,384		−68,561	
								272
		51,500	51,500					273
		14,459,169	4,810,660	1,577,999	1,259,896		6,810,614	278
		+400,370	−679,426	−220,930	−214,031		+1,514,757	
[2] 542,486		14,752,274	3,500,000	11,000,000			252,274	279
+37,744		+37,571					+37,571	
		2,103,479		1,000,000	1,103,479			283
		+29,222			+29,222			
		12,059,705	10,000,000	2,000,000			59,705	284
		+337					+337	
		607,179	600,000				7,179	285
		+745					+745	
		456,431	96,600	10,000	349,831			286
		456,020	450,000				6,020	287
		+10					+10	
2,000		62,000	30,000	30,000				288
+1,000		+1,000						
	531,149	3,618,782	2,600,000	1,012,214	6,568			289
	−725,760	−558,914		−474,424	−84,490			
		54,317,822	[3] 26,200,000	3,067,000	7,829,186	71,563	17,150,073	290
		−1,171,321			−2,221,360		+1,050,039	
		602,119	589,110				13,009	291
		+1,165					+1,165	
		400,086	200,000	200,000	86			292
		29,539	10,000		12,053		7,486	293
	708,652	39,727,672	15,000,000	24,444,000	283,672			294
	+7,241	−69,669			−69,669			
		225,273	100,534	100,000	24,739			295
		+597			+597			
		363,283	221,000		141,383			296
		+11,571			+11,571			
		264,275	103,850		160,425			297
		32,208,026	10,000,000	21,350,000	858,026			298
		+165,164			+165,164			
	28,664	2,492,633	1,320,400	1,106,000	66,233			299
		−6,445			−6,445			
		137,026	111,050		25,976			300
		+13,757			+13,757			

[1] Capital stock shown in Table II, assigned in trust to Ogdensb. & L. Cham. R. R., to indemnify it against loss through guaranty of bonds. [2] "Sinking fund."
[3] Includes $10,000,000, excluded from Table II, apportioned "to other properties."

TABLE VI.—GENERAL BALANCE SHEET

[Showing Increase (+) or Decrea

No.	1	2	3	4	5	6	
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Mat a sup
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dol*
	Del., Lack. & Wn. R. R.—Continued. Passaic & Del. R. R.—Continued.						
301	Passaic & Del. Ex. R. R.	216,301 +16					
302	Utica, Chen. & Susq. Vy. Ry.	3,994,006	228,473				
303	Valley R. R. (of N. Y.)	1,100,620	60,000				
304	Warren R. R	3,189,278					
305	Sussex R. R.	1,798,504 −27,148	85,050 −2,103			107,909 −4,438	
306	Syr. & Baldwinsv. Ry.[1]	209,260 +59,260	(2)			88 +88	
307	Syr., Bing. & N. Y. R. R.	4,223,850 +5,781	424,457 −8,435			189,310 +67,815	3 −
308	Del. Riv. R. R.	219,558	19,373		4,000	11,177 −4,204	
310	Del. Susq. & Schuyl R. R.	1,092,939 +32,214	174,045 +103,160			549,633 +169,896	1 −1
318	Elm., Cort. & Nn. R. R.	4,374,354 +59,416	(2)			84,307 −4,013	1 +
319	Canastota Nn. R. R.	500,000				9,000	
321	Emp. & Rich. Vy. R. R.	81,519 +7,317	23,744 +9,930			549 −9,287	
322	Erie & Wyo. Vy. R. R.	5,251,967 −53,490	104,206 −10,991		−1,000	71,696 −16,363	
323	Jones L. R. R	20,000					
324	Fall Brk. Ry.	2,727,543	2,117,295			1,219,935	16
325	Pine Ck. Ry	4,645,628 +8,249				4,663 +846	
326	Syr., Geneva & Corng. Ry.	3,019,954				81,435 +2,473	
327	Falls Ck. Ry.	27,197	2,300			2,905 −907	
330	Fonda., Johnst. & Glov. R. R.	885,923 +21,417	114,166 +5,323			52,758 −5,400	1 1
332	Genesee & Wyo. Vy. Ry.	250,000	(2)			7,704	
85	Gr. Trunk Ry.:[3]						
335	U. S. & Can. R. R	678,088 +9,887				2,687	
338	Green Ridge R. R. of Md.[4]						
339	Greenlick Ry.	45,000				20 +20	
340	Greenwich & Johnsonv. Ry.	125,330	9,055			8,580 +3,490	
344	Hunter's Run & Slate Belt R. R.	49,549 +5,821	8,990			5,875 +2,964	
346	Ironton R.R.	183,000	17,000			103,112 +2,559	
347	Island R. R	449,000 −150,000	6,500			1,117 −1,404	
351	Kanona & Prattsb. R. R.[5]						
357	Kinzua Vy. R. R.	110,395 +11,745	(2)			723 +69	1 +1
359	Lack. & Montrose R. R.	138,897 +4,458				5,292 +2,160	

[1] Road not in operation.
[2] Included in "cost of road."
[3] Report not filed; inserted to show relation of road following.
[4] No data for this Table: private road.
[5] Insufficient data for this Table.

E YEAR ENDING JUNE 30, 1893—Continued.

ompared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 1+2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking and and undries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....	.....	216,301	100,000	.....	116,301	.....	.....	301
.....	.....	+16	.....	.....	+16	.....	.....	
.....	.....	4,222,479	4,000,000	.....	222,479	.....	.....	302
.....	.....	1,160,620	750,000	400,000	10,620	.....	.....	303
.....	.....	3,189,278	1,800,000	1,350,000	39,278	.....	.....	304
.....	.....	1,991,463	1,638,600	236,500	2,558	4,139	109,666	305
.....	.....	—33,689	.....	.....	—123	.....	—33,560	
.....	3,491	212,839	94,260	115,000	3,579	.....	.....	306
.....	—27,225	+32,123	.....	+34,000	—1,877	.....	.....	
.....	.....	4,874,439	2,500,000	1,966,000	71,277	34,405	302,757	307
.....	.....	+57,875	.....	.....	+57	.....	+57,818	
.....	35,155	289,263	141,500	65,000	82,763	.....	.....	308
.....	+24,133	+19,929	.....	.....	+19,929	.....	.....	
.....	.....	1,828,132	1,000,000	.....	53,562	.....	774,570	310
.....	.....	+294,495	+600,000	.....	—672,736	.....	+367,231	
11,674	.....	4,482,780	2,000,000	2,000,000	84,723	11,600	386,457	318
+566	.....	+57,617	.....	.....	+349	.....	+57,268	
.....	.....	509,000	200,000	300,000	9,000	.....	.....	319
.....	.....	106,540	[1] 85,000	.....	12,426	.....	9,114	321
.....	.....	+8,688	.....	.....	+2,140	.....	+6,548	
.....	.....	5,427,869	1,500,000	3,000,000	544,333	.....	383,530	322
.....	.....	—81,844	.....	.....	—115,611	.....	+33,767	
.....	.....	20,000	20,000	.....	.....	.....	.....	323
.....	.....	6,277,308	5,000,000	710,000	317,484	.....	249,824	324
.....	236,926	4,887,217	1,000,000	3,547,000	322,482	17,735	.....	325
.....	—69,050	—59,955	.....	—32,000	—27,795	—160	.....	
.....	.....	3,101,389	1,325,000	1,348,300	.....	16,548	411,541	326
.....	.....	+2,473	.....	—25,800	.....	—226	+28,499	
.....	.....	32,402	30,000	.....	45	.....	2,357	327
.....	.....	—907	.....	.....	—2,959	.....	+2,052	
[2] 35,071	.....	1,103,415	300,000	500,000	68,603	.....	234,812	330
+7,110	.....	+33,088	.....	.....	—12,860	.....	+45,948	
.....	.....	257,704	[3] 127,600	125,000	700	.....	4,404	332
								85
.....	.....	680,775	230,000	433,470	17,305	.....	.....	335
.....	.....	+9,887	.....	.....	+9,887	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	338
.....	4	45,024	45,000	.....	24	.....	.....	339
.....	+4	+24	.....	.....	+24	.....	.....	
.....	.....	142,965	118,000	.....	.....	.....	24,965	340
.....	.....	+3,490	.....	.....	.....	.....	+3,490	
.....	4,317	73,231	11,500	.....	61,731	.....	.....	344
.....	+2,436	+15,721	.....	.....	+15,721	.....	.....	
.....	.....	303,549	200,000	.....	7,682	.....	95,867	346
.....	.....	+2,559	.....	.....	+785	.....	+1,774	
.....	18,594	475,211	200,000	250,000	25,211	.....	.....	347
.....	—4,715	—156,119	.....	—150,000	—6,119	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	351
.....	.....	112,987	105,000	.....	6,993	.....	994	357
.....	.....	+13,238	+43,000	.....	+5,534	.....	—35,296	
.....	.....	144,189	130,500	.....	8,075	.....	5,254	359
.....	.....	+6,618	+5,600	.....	+775	.....	+2,397	

[1] Represents amount realized from sale of stock "outstanding."
[2] Includes $24,571, "sinking fund."
[3] Represents amount of cash realized on sale of stock only.

TABLE VI.—GENERAL BALANCE SHEET

[Showing Increase (+) or Decrease

No.	Abbreviated name of road.	1	2	3	4	5	6	7
			ASSETS.					
			Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Mat a sup
			Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Do*
360	L. Cham. & Moriah R. R.		327,728	126,597	.....	.....	17,765	
			—369	—2,235	.....	.....	+4,383	
362	Lebanon Spgs. R. R.		.....	.....	.....	.....	11,064	
			.....	.....	.....	.....	—1,085	
363	Lehigh & Hud. Riv. Ry.		2,581,191	661,055	.....	350,000	356,600	
			+15,469	+113,910	.....	.....	+29,843	+
364	S. Easton & Phillipsb. R. R.		82,899	.....	.....	.....	.....	
365	Orange Co. R. R.		415,618	.....	.....	.....	.....	
			+13,943	.....	.....	.....	.....	
367	Ligonier Vy. R. R.		249,476	30,440	.....	.....	1,903	
			+3,610	.....	.....	.....	—2,189	
370	Little Saw Mill Run R. R.		191,643	148,795	.....	.....	25,425	
			.....	—7,305	.....	.....	—10,491	—
371	Long I. R. R.		21,508,423	3,052,750	217,000	562,249	680,459	1
			+1,041,638	+43,223	—411,000	+454,249	—180,386	+
375	N. Y. & Rkaway. R. R.		250,000	.....	.....	.....	.....	
376	N. Y., Bklyn. & Manh. B. Ry.		1,586,057	316,430	.....	500,000	21,229	
			+33,967	.....	.....	.....	+14,962	
378	Marine Ry		69,514	21,328	.....	.....	1,566	
			.....	.....	.....	.....	.....	
379	N. Y. & Rkaway. B. Ry.		2,088,404	669,175	.....	.....	132,117	
			.....	.....	.....	.....	+94,703	
380	Mahoning Vy. R. R.		71,607	209,815	.....	.....	16,308	
			+515	+97,165	.....	.....	+3,259	
381	McKeespt. Con. R. R.		27,711	19,221	.....	.....	56,886	
			—5,500	.....	.....	.....	+38,311	
384	Middlesex Vy. R. R. [1]		943,990	[3]	.....	.....	17,379	
386	Monongahela Con. R. R.		711,306	40,042	.....	.....	56,709	
			+30,322	+3,830	.....	.....	+1,210	+
387	Monongahela Riv. & Streets Run R. R.		50,262	.....	.....	.....	704	
			+18,242	.....	.....	.....	+704	
389	Mont Alto R. R.		218,205	16,795	.....	.....	4,610	
			.....	.....	.....	.....	—5,269	
391	Montrose Ry		332,486	41,308	.....	.....	9,686	
			—175	.....	.....	.....	—5,580	
394	Mt. Hope Minl. R. R.		138,450	8,000	.....	5,000	2,729	
			.....	.....	.....	.....	—1,990	
395	Mt. Jew. & Smethpt. R. R.		43,574	10,300	.....	.....	770	
396	Mt. Jew., Kinzua & Ritersv. R. R.		73,755	[3]	.....	57,000	37,925	
397	Kinzua Hemlock R. R.		135,404	[3]	.....	.....	.....	
399	Mt. Penn Gravity R. R.		113,216	29,388	.....	.....	577	
			+3,006	+149	.....	.....	+103	
401	Newb., Dutch. & Conn. R. R.		2,554,451	63,632	.....	.....	45,098	1
			+50	+5,163	.....	.....	+7,671	—
402	N. J. & N. Y. R. R.		2,730,655	187,572	.....	586,400	20,915	
			+35,118	+19,581	.....	+15,000	—8,180	—
403	N. J. & N. Y. Ex. R. R.		192,500	.....	.....	.....	.....	
405	Newpt. & Sherman's Vy. R. R. [2]		.....	.....	.....	.....	.....	
406	N. Y. & Nn. Ry		13,565,967	[3]	.....	.....	89,299	4
			+63,053	.....	.....	.....	+26,920	+
407	Mahopac Falls R. R.		100,112	.....	.....	.....	327	
			.....	.....	.....	.....	—1,863	
409	N. Y. Cent. & Hud. Riv. R. R.		130,492,437	26,497,491	3,314,265	6,053,731	9,185,589	2,108
			+1,697,400	+1,707,233	.....	—26,326	+1,836,570	—1,22
410	Amst., Chucta. & Nn. R. R.		20,000	.....	.....	.....	.....	

[1] Report for ten months ending June 30, 1893.
[2] Included in "cost of road."
[3] No data for this Table.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	No.
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	512,436	200,000	.....	.....	.....	312,436	360
.....	.....	+1,623	.....	.....	.....	.....	+1,623	
.....	18,140	33,138	.....	.....	33,138	.....	.....	362
.....	+9,113	+8,270	.....	.....	+8,270	.....	.....	
.....	.....	4,003,782	1,340,000	2,136,230	475,672	.....	51,880	363
.....	.....	+177,887	.....	+38,680	+87,902	.....	+51,305	
.....	.....	82,899	75,000	.....	7,899	.....	.....	364
.....	.....	415,318	200,000	.....	211,570	.....	4,048	365
.....	.....	+13,943	.....	.....	+13,943	.....	.....	
.....	.....	281,819	160,000	75,000	2,895	.....	43,924	367
.....	.....	+1,421	.....	.....	—8,428	.....	+9,849	
.....	.....	365,863	144,375	150,500	.....	2,258	44,795	370
.....	.....	—19,265	.....	—28,000	.....	—1,313	—13,887	
.....	.....	29,005,491	12,000,000	[1] 14,486,414	1,514,202	.....	1,004,875	371
.....	.....	+1,025,066	.....	+520,011	+535,638	.....	—30,583	
.....	.....	250,000	.....	250,000	.....	.....	.....	375
.....	10,754	2,434,470	1,000,000	1,433,000	1,470	.....	.....	
.....	+1,051	+50,000	.....	+50,000	.....	.....	.....	376
.....	.....	92,408	50,000	.....	20,375	.....	22,033	378
.....	.....	.....	.....	.....	—661	.....	+661	
.....	23,141	2,912,837	1,000,000	1,878,000	34,837	.....	.....	379
.....	—14,307	+80,396	.....	+106,000	—25,604	.....	.....	
.....	.....	298,880	45,000	64,000	179,682	.....	10,198	380
.....	—777	+99,990	.....	—8,000	+97,792	.....	+10,198	
.....	.....	103,818	40,000	.....	31,434	.....	32,384	381
.....	.....	+32,811	.....	.....	+25,457	.....	+7,354	
.....	.....	961,554	500,000	440,000	13,369	.....	8,185	384
.....	.....	813,785	450,000	200,000	57,040	.....	5,397	386
.....	.....	+39,429	.....	.....	+15,677	.....	—10,389	
.....	.....	50,966	50,000	.....	637	.....	329	387
.....	.....	+18,946	+50,000	.....	—31,383	.....	+329	
.....	129,529	369,139	110,000	125,000	134,139	.....	.....	389
.....	+1,580	—3,689	.....	.....	—3,689	.....	.....	
.....	.....	383,480	304,900	.....	1,290	.....	74,763	391
.....	.....	—5,755	.....	.....	+1,124	.....	—6,879	
.....	6,633	160,812	160,000	.....	812	.....	.....	394
.....	+1,970	—20	.....	.....	—20	.....	.....	
.....	1,238	153,007	150,000	.....	3,007	.....	.....	395
.....	.....	168,680	80,000	80,000	5,317	.....	3,363	396
.....	.....	135,404	103,150	.....	28,196	.....	4,058	397
.....	56,185	200,000	100,000	100,000	.....	.....	.....	399
.....	+20,827	+24,085	.....	+25,000	—915	.....	.....	
.....	.....	2,680,044	1,100,000	1,445,500	28,431	.....	106,113	401
.....	.....	+10,676	.....	—10,000	+8,077	.....	+12,599	
.....	.....	3,531,009	2,800,000	549,368	87,857	.....	93,784	402
.....	.....	+59,991	.....	+49,389	—3,128	.....	+13,750	
.....	.....	192,500	72,500	120,000	.....	.....	.....	403
.....	.....	.....	.....	.....	.....	.....	.....	405
.....	228,594	13,934,675	9,000,000	4,549,339	359,670	25,666	.....	406
.....	+134,623	+230,476	.....	+48,469	+182,007	.....	.....	
.....	.....	100,439	100,000	.....	.....	.....	439	407
.....	.....	—1,863	.....	.....	.....	.....	—1,863	
.....	.....	187,847,574	89,428,300	68,369,333	10,592,115	262,047	13,648,224	409
.....	.....	+4,205,654	.....	—50,000	+2,825,146	—10,750	+288,875	
.....	.....	20,000	20,000	.....	.....	.....	.....	410

[1] Includes $2,750,000. excluded from Table II, apportioned "to other properties."

TABLE VI.—GENERAL BALANCE SHEET F

[Showing Increase (+) or Decrea

No.	1	2	3	4	5	6	7
	Abbreviated name of road.	ASSETS.					
		Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Mate an supp
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolla*
	N. Y. Cent. & Hud. Riv. R. R.—Continued.						
412	N. J. Jctn. R. R	1, 692, 399				61, 533	
		+20, 117				—19, 872	
413	N. Y. & Harlem R. R.	22, 100, 587	1, 473, 522			1, 300, 298	69
			—26, 858			+128, 993	—10
414	Rome, Watert. & Ogdensb. R. R.	14, 087, 917	1, 851, 509	2, 295, 457	2, 353, 223	316	
				—176, 500		—482	
415	Niag. Falls Brh. R. R.[6]	243, 756					
416	Oswego & Rome R. R.	964, 400			10, 600		
417	Utica & Black Riv. R. R.	3, 742, 650	625, 572	50, 000		794	
				+50, 000		—1, 005	
418	Carth., Watert. & Sack. Harb. R. R.[1]						
419	Spuy. Duy. & Port Mor. R. R.	989, 000					
420	Troy & Greenbush R. R	274, 400			3, 650	839	[6]
						+67	
421	Troy Un. R. R.[2]						
422	W. Shore R. R	60, 000, 000	([3])				
423	Beech Ck. R. R	10, 000, 000	([3])		16, 984	625, 787	85,
						+384, 328	—60,
425	Mohawk & Malone Ry.[4]	6, 817, 313	272, 232		200	17, 794	29,
	Mohawk & Malone Ry.[5]					27, 709	
426	Wallkill Vy. R. R.	894, 249	51, 594			49, 159	10,
						+21, 515	+7,
428	N. Y., L. Erie & Wn. R. R.	155, 682, 901	7, 915, 470	570, 225	3, 154, 070	2, 407, 061	763,
		+105, 465	+753, 493	+219, 205	—118, 556	—172, 479	—846,
429	Avon, Geneseo & Mt. Mor. R. R.[1]						
431	Buff. & S. Wn. R. R.	2, 446, 816	63, 563				65,
							—14,
434	Buff., N. Y. & Erie R. R.[3]						
435	Roch. & Genesee Vy. R. R.	555, 200					
439	Goshen & Deckert. Ry.	342, 690				1, 867	
						+942	
444	Montg. & Erie Ry	327, 000				907	
						—356	
449	Nn. R. R. of N. J	1, 654, 943				340, 416	
		+350				+112, 525	
450	Nyack & Nn. R. R.	249, 586					
451	Pat. & Hud. Riv. R. R.	630, 000				7, 650	
						+2, 550	
452	Pat. & Ramapo R. R.[1]						
453	Union R. R. (of N. Y.)	50, 000					
455	Susp. Brg. & Erie Jctn. R. R.:[6]						
456	Lockport & Buff. Ry.	365, 831				55	
						—1, 131	
457	N. Y. & Greenwood L. Ry.	2, 866, 954	16, 933	[7] 116, 741	2, 075	17, 103	9,
		+6, 140	—1, 611	+116, 741	+2, 075	—15, 157	+
460	Tioga R. R.	1, 474, 684	([3])		1, 000	2, 332, 652	
		+162				+22, 001	
463	N. Y., Ont. & Wn. Ry.	64, 819, 514	3, 398, 846	1, 501, 500	1, 571, 600	1, 996, 956	228,
		+1, 476, 875	+826, 375		+270	+313, 379	+54,

[1] Insufficient data for this Table.
[2] No data for this Table.
[3] Included in "cost of road."
[4] Report for ten months ending April 30, 1893.
[5] Report for two months ending June 30, 1893.
[6] Report not filed; inserted to show relation of road following.
[7] Includes $85,447, "receiver's certificates."

: YEAR ENDING JUNE 30, 1893—Continued.

)mpared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
nking nd and ndries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
ollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	1,802,798	100,000	1,700,000	898	.....	.....	412
.....	.....	+858	.....	.....	+858	.....	.....	
.....	.....	24,949,852	10,000,000	12,000,000	69,627	.....	2,880,225	413
.....	.....	+91,965	.....	−5,000	+15,854	.....	+81,111	
14,000	.....	23,055,082	10,000,000	12,919,840	1,808	.....	133,434	414
.....	.....	−2,198,482	.....	−2,200,000	+1,683	.....	−165	
6,244	.....	250,000	250,000	.....	.....	.....	.....	415
.....	.....	975,000	225,000	750,000	.....	.....	.....	416
.....	.....	4,419,016	2,223,000	2,000,000	.....	.....	196,016	417
.....	.....	+48,995	.....	+50,000	.....	.....	−1,005	
.....	.....	.....	.....	.....	.....	.....	.....	418
.....	.....	989,000	989,000	.....	.....	.....	.....	419
.....	.....	278,889	274,400	.....	.....	.....	4,489	420
.....	.....	+67	.....	.....	.....	.....	+67	
.....	.....	.....	.....	.....	.....	.....	.....	421
.....	.....	60,000,000	10,000,000	50,000,000	.....	.....	.....	422
.....	.....	11,722,200	5,500,000	5,250,000	595,322	.....	358,966	423
.....	.....	+705,163	+500,000	+250,000	−225,244	.....	+181,186	
.....	.....	7,137,881	4,500,000	2,500,000	137,081	.....	.....	425
.....	23,419	51,128	.....	.....	34,461	16,667	.....	
.....	.....	1,005,658	330,000	580,000	45,273	.....	50,385	426
.....	.....	+28,776	.....	.....	−20,593	.....	+49,369	
.....	.....	189,085,777	85,963,600	83,447,172	8,014,391	896,791	10,324,448	428
.....	.....	+1,700,374	.....	+59,593	+885,465	.....	+756,205	
.....	.....	.....	.....	.....	.....	.....	.....	429
.....	.....	2,575,638	943,667	1,500,000	51,502	.....	80,469	431
.....	.....	−14,670	.....	.....	−18,663	.....	+3,993	
.....	.....	.....	.....	.....	.....	.....	.....	434
.....	.....	555,200	555,200	.....	.....	.....	.....	435
.....	.....	344,557	96,190	246,500	.....	.....	1,867	439
.....	.....	+842	.....	.....	.....	.....	+842	
.....	.....	327,907	150,000	170,500	.....	.....	907	444
.....	.....	−356	.....	.....	.....	.....	−356	
.....	.....	1,995,359	1,000,000	654,000	333,077	.....	8,282	449
.....	.....	+112,875	.....	.....	+107,714	.....	+5,161	
.....	.....	249,586	74,800	157,500	13,836	.....	.....	450
.....	.....	637,650	630,000	.....	.....	.....	7,650	451
.....	.....	+2,550	.....	.....	.....	.....	+2,550	
.....	.....	.....	.....	.....	.....	.....	.....	452
.....	.....	50,000	50,000	.....	.....	.....	.....	453
								455
.....	.....	365,886	129,300	140,000	6,520	.....	90,066	456
.....	.....	−1,131	+100	.....	−50	.....	−1,181	
.....	300,200	3,334,095	100,060	3,033,557	197,805	2,733	.....	457
.....	+2,242	+109,548	.....	+308,000	−201,185	+2,733	.....	
.....	.....	3,851,079	580,900	789,500	342	10,892	2,436,547	460
.....	.....	+22,163	.....	.....	.....	.....	+22,163	
[1] 6,000	.....	73,522,947	58,119,943	12,100,000	1,775,841	110,000	1,199,581	463
-274,000	.....	+2,397,470	.....	+1,466,000	+688,254	+9,667	+234,700	

[1] "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (−)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	N. Y., Ont. & Wn. Ry.—Continued.						
464	Ont., Carb. & Scran. Ry.	3,709,003				9,136	
		+161,199				−1,420	
465	Rome & Clinton R. R.	360,000				135	
						+23	
466	Utica, Clinton & Bing. R. R.	1,690,566	(1)			38,706	
						+778	
467	Wharton Vy. Ry.	145,000					
468	N. Y., Phila. & Norf. R. R.	4,539,340	644,771			183,439	48,582
						+19,135	+12,337
469	N. Y., Susq. & Wn. R. R.	30,708,269	1,918,486	511,030	561,356	1,079,019	51,358
		+3,503,133	−96,377	−849		−307,288	+17,636
475	Nn. Adirondack R. R.	1,256,848	25,638			235,543	12,555
		+27,127	+9,897			+52,952	+4,170
476	Oil Cy. & Ridg. Ry. & Min. Co. [2]						
477	Oregon & Tex. Ry	41,535	5,950				
479	Owasco Riv. Ry	53,627	6,750				
			−407				
872	Pennsylvania Co.: [3]						
480	Waynesb. & Wash. R. R.	201,723	57,485			8,085	
			+5,252			−4,985	
481	Pennsylvania R. R	73,405,428	37,142,875	33,076,874	82,586,953	33,966,142	5,459,618
		+6,928,900	+4,544,375	+3,189,408	+6,518,780	−4,084,140	+32,027
482	Bald Eagle Vy. R. R.	1,896,544			25,000	453,926	
		+16,528				+75,081	
483	Bedford & Bridgpt. Ry.	2,306,320				45,608	
		+3,118				+13,394	
484	Bustleton R. R	100,000					
485	Cambria & Clearf. R. R.	2,527,994				53,331	
		+663,838				+2,715	
486	Col. & Port Deposit Ry.	2,809,621				253,526	
		+402,835				+37,241	
487	Cols., Kink. & Springf. R. R.	194,649				2,536	
						−65	
488	Cresson & Clearf. Co. & N. Y. S. Route R. R. [4]	1,829,182				38,758	
489	Downingt. & Lanc. R. R.	714,440					
		+7,470					
490	Engelside R. R	11,700				18,970	
491	Freeh. & Jamesb. Agricl. R. R.	807,929				6,264	
						−9,255	
492	Fred. & Pa. Line R. R.	868,687				11	
493	Han. & York R. R.	532,276				9,909	
		+160,450		−40,000	−55,639	−16,276	
494	Harrisb., Ports., Mt. Joy & Lanc. R. R.	1,881,210			72,938	58,985	
					+5,481	−1,401	
495	Johnsonburg R. R.	400,953				9,739	
						−7,493	
496	Kensington & Tacony R. R.	313,565				204	
		+17,375				−13	
497	Lewisb. & Tyrone R. R.	1,566,288				11,179	
						+2,054	
494	Littlestown R. R. [5]						
498	Long B. R. R	258,950				13,463	
						−258	

[1] Included in "cost of road."
[2] No data for this Table; road not in operation.
[3] Inserted to show relation of road following.
[4] Report for six months ending June 30, 1893.
[5] Report for six months ending December 31, 1892. Consolidated with Han. & York R. R., Dec. 31, 1892.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
		3,718,139	1,500,000	1,500,000	655,776	6,250	56,113	464
		+159,779			+136,284		+23,495	
		360,135	345,360		59		14,716	465
		+23					+23	
		1,729,273	849,285	800,000	25,000		54,988	466
		+778					+778	
		145,000	70,000	75,000				467
18,605	413,086	5,876,671	1,714,375	[1] 3,073,000	1,089,296			468
+18,605	+24,803	+74,881			+74,881			
[2] 86,926		34,916,443	23,600,000	10,075,000	1,090,060	98,364	53,019	469
—312,005		+2,785,143	+2,600,000	+690,000	+122,553	+8,189	—635,599	
		1,530,584	840,000	77,000	448,155		165,429	475
—1,253		+77,814		+77,000	—39,273		+40,087	
								476
	2,848	50,333	26,000	16,000	8,333			477
		60,377	30,000		8,908		21,469	479
		—407			—578		+171	
								872
		267,293	101,855	98,900	26,100		40,438	480
—419		—152			—10,308		+10,156	
[2] 3,274,933		291,652,199	128,744,850	91,457,593	29,449,266		26,808,980	481
—2,592,533		+14,451,187	+1,970,800	+5,488,467	+6,482,712		+85,815	
		2,504,220	1,535,000	348,000	291		568,929	482
		+91,609		—4,000	—654		+92,263	
		2,351,928	600,000	1,700,000	1,132		50,796	483
		+16,512			—1,703		+18,215	
	18,900	118,900	100,000		18,900			484
	+6,568	+6,568			+6,568			
		2,581,325	1,175,650	1,174,000	207,934		23,741	485
		+666,553	+425,650	+566,000	—313,663		—11,434	
		3,063,147	1,000,000	1,800,000	1,261		261,886	486
		+440,076	+400,000		—3,769		+43,845	
	142,864	347,049	66,050	129,800	151,199			487
	+8,288	+8,223			+9,223			
	46,480	1,914,420	1,000,000	750,000	164,420			488
	139,020	853,460	405,650	300,000	147,810			489
	+31,392	+38,862			+38,862			
	119	30,789	30,000		789			490
[4] 42,573		856,766	295,600	498,600	17,290		45,276	491
+2,572		—6,683			—17,606		+10,923	
	475,800	1,344,498	779,100	250,000	315,398			492
	+23,237	+23,237			+23,237			
		542,335	325,000	170,000	3,945		43,390	493
		+48,685	+100,750	—21,100	—15,048		—15,917	
		2,013,133	1,182,550	700,000	57,933		72,650	494
		+4,080			—915		+4,995	
2,800	14,135	428,527	200,000	200,000	28,527			495
+2,800	—6,170	—13,663			—13,663			
	80	313,849	300,000		13,849			496
	+13	+17,375	+100,000		—82,625			
		1,577,467	1,200,000		295,919		81,548	497
		+2,054			+1,745		+309	
								494
	140,095	412,508	253,000		159,508			498
	+20,292	+20,034			+20,034			

[1] Excludes $218,333, "equipment trust obligations."
[2] Includes $24,425, "sinking fund."
[3] Includes $2,593,480, "sinking fund."
[4] "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET F

[Showing Increase (+) or Decrease

No.	1	2	3	4	5	6	7
	Abbreviated name of road.	ASSETS.					
		Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Mater and suppl
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolla*
	Pennsylvania R.R.—Contd.						
499	McKeespt. & Bessemer R. R.	578,940 +40,477				86,403 +62,362	
500	Mifflin & Centre Co. R. R.	366,939 +1,000				24,134 +24,134	
501	Millst. & New Bruns. R. R.	95,750				81	
502	Nescopec R. R.	460,395					
503	N. Y. Bay R. R.[1]	932,471 +107,720				30,500 +6,500	
504	N. & W. Brh. Ry	3,311,167 —43,760				565,312 +131,894	
505	Pa. Schuyl. Vy. R. R.	14,188,024 —180,420			124	345,152 +193,928	
506	Perth Amb. & Woodbrg. R. R.	346,439				171,506 +16,923	
507	Phila. & Erie R. R.	30,386,145 +162,764		—93,333	43,314 —6	677,586 +439,515	
508	Phila. & Long. Brh. R. R.	1,539,223				2,413 —2,468	
509	Phila., Germant. & Chest. H. R. R.	2,522,715 +217,997				102,526 +85,630	
510	Pittsb., Va. & Charleston Ry.	6,288,866 +183,925			—1,250	118,340 +39,582	
511	Pomeroy & Newk. R. R.	502,056					
512	Ridg. & Clearf. R. R.	987,503 +1,532				247,192 +45,318	
513	Riverfront R. R.	611,954 +6,986				19,744 +2,642	
514	S. Fork R. R	99,840 +2,465					
515	S. W. Pa. Ry.	2,562,185 +123,330				1,144,705 —20,637	
516	Sunb. & Lewistown Ry.	1,100,000				222,734 +159,890	
517	Sunb., Haz. & Wilkesb. Ry.	3,535,164 +40				379,955 +105,982	
518	Susq. & Clearf. R. R.	570,913				10,357 +10,357	
519	Tipton R. R.	43,250				26,334 +5,048	
520	Trenton Del. Brg. Co.	648,900 —30,411			1,100	11,548 —19,247	
518	Turtle Ck. Vy. R. R.[2]						
521	Tyrone & Clearf. Ry.	2,183,235 +82,674				35,000 —26,762	
522	United N. J. R. R. & Canal Co.[3]	45,518,193 +784,940	(4)	1,105,600	4,320,649 —113,500	509,821	
523	Belvidere Del. R. R.	4,030,524 +30		15,000	88,000	105,574 —315,941	
527	Camden & Burl. Co. R. R.	744,775 +4,720				1,048 —473	
528	Mt. Holly, Lumb. & Medf. R. R.	170,650					

[1] Road under construction.
[2] Report for eleven months ending May 31, 1893. Purchased by and merged in the Pennsylva R. R. May 31, 1893.
[3] Covers canal, 66 miles.
[4] Included in "cost of road."

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	665,343	100,000	.....	510,041	.....	55,302	499
.....	.....	+102,839	+78,000	.....	—16,700	.....	+41,539	
.....	26,079	417,152	167,775	200,000	49,377	.....	.....	500
.....	—20,598	+4,536	.....	.....	+4,536	.....	.....	
.....	71,588	167,419	95,750	.....	71,669	.....	.....	501
.....	+4,956	+4,956	.....	.....	+4,956	.....	.....	
.....	76,816	537,211	259,000	200,000	78,211	.....	.....	502
.....	+3,281	+3,281	.....	.....	+3,281	.....	.....	
.....	.....	962,971	400,000	.....	562,971	.....	.....	503
.....	.....	+114,220	.....	.....	+114,220	.....	.....	
.....	.....	3,876,479	1,500,000	1,500,000	5,248	.....	871,231	504
.....	.....	+88,134	.....	.....	—42,074	.....	+130,208	
.....	.....	14,533,300	7,117,450	7,000,000	388,907	.....	26,226	505
.....	—317,702	—304,194	+25,000	.....	—355,420	.....	+26,226	
.....	.....	517,945	228,400	100,000	.....	.....	189,545	506
.....	.....	+16,923	.....	.....	—9	.....	+16,932	
.....	.....	31,107,045	10,385,000	19,674,000	102,357	.....	940,469	507
.....	.....	+508,938	+10,000	.....	+96,043	.....	+402,895	
.....	696,465	2,238,101	765,000	750,000	723,101	.....	.....	508
.....	+78,286	+75,818	.....	.....	+75,818	.....	.....	
.....	.....	2,625,241	1,000,000	1,414,000	165,794	.....	45,447	509
.....	.....	+303,627	.....	+414,000	—143,224	.....	+32,851	
.....	.....	6,407,206	2,024,800	4,050,000	51,643	.....	277,132	510
.....	.....	+222,257	+900	+440,000	—260,963	.....	+43,220	
.....	199,702	701,758	500,000	.....	201,758	.....	.....	511
.....	+20,496	+20,496	.....	.....	+20,496	.....	.....	
.....	.....	1,234,695	491,000	491,000	.....	.....	252,695	512
.....	.....	+46,850	.....	.....	—501	.....	+47,351	
[1] 4,000	.....	635,698	216,000	216,000	171,130	.....	32,568	513
.....	.....	+9,628	.....	.....	+6,986	.....	+2,642	
.....	14,122	113,962	28,000	.....	85,962	.....	.....	514
.....	+6,731	+9,196	.....	.....	+9,196	.....	.....	
[1] 38,000	.....	3,744,890	1,499,900	900,000	49,155	.....	1,222,440	515
.....	.....	+102,693	.....	.....	+18,039	.....	+81,994	
.....	.....	1,322,734	600,000	500,000	104,135	.....	118,599	516
.....	.....	+159,890	.....	.....	+104,135	.....	+55,755	
[1] 82,670	.....	3,997,789	1,000,000	2,535,000	6,766	.....	456,023	517
+5,925	.....	+111,947	.....	.....	+3,401	.....	+108,546	
.....	82,355	663,625	286,000	285,000	92,625	.....	.....	518
.....	+2,342	+12,699	.....	.....	+12,699	.....	.....	
.....	.....	69,584	43,250	.....	.....	.....	26,334	519
.....	.....	+5,048	.....	.....	.....	.....	+5,048	
[1] 52,500	.....	714,043	198,900	450,000	.....	.....	12,648	520
+2,500	.....	—46,158	.....	+100,000	—130,411	.....	—19,247	
.....	.....	.....	.....	.....	.....	.....	.....	518
.....	.....	2,218,235	1,000,000	1,000,000	104,977	.....	103,258	521
.....	.....	+55,912	.....	.....	+45,912	.....	+10,000	
[2] 2,643,954	.....	54,973,130	21,240,400	20,619,768	12,593,659	.....	472,455	522
+35,893	.....	+707,333	.....	—500	+660,985	.....	.....	
.....	.....	4,241,234	1,150,000	2,849,000	1,740	.....	240,494	523
.....	.....	—315,911	.....	—83,000	+440	.....	—233,351	
.....	.....	745,823	381,925	350,000	13,898	.....	.....	527
.....	.....	+4,247	.....	.....	+4,247	.....	.....	
.....	.....	170,650	95,650	75,000	.....	.....	.....	528

[1] "Sinking fund."

[2] Includes $2,562,447, "sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (−)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Pennsylvania R. R.—Continued.						
	United N. J. R. R. & Canal Co.—Contd.						
529	Phila. & Trenton R. R.	3,829,991			151,456		
		+116,816					
530	Connecting Ry.	3,372,266				5,752	
		+44,576				+2,095	
531	Rocky H. R. R. & Transp. Co.	45,654					
532	Vincentown Brh. R. R	40,000					
533	W. Chester R. R	281,724				7,902	
						−6,453	
534	Wn. Pa. R. R.	6,613,141				1,241,785	
		+340,740				+44,978	
535	Allegh. Vy. Ry	41,137,128	1,658,704		25,592	847,507	252,186
		+154,141	+94,087			−421,547	+42,057
536	Camden & Atl. R. R.	2,503,622	513,550	34,000	247,653	66,901	44,864
		+34,752	+36,713		+1,601	−22,632	−9,370
537	Phila., Marl. & Medf. R. R.	169,984				11,604	
						+4,523	
538	Cumb. Vy. R. R.	2,084,603		219,800	346,934	226,960	104,084
		+18,582				+29,810	+5,704
539	Cumb. Vy. & Martinsb. R. R.	700,000					
540	Dillsb. & Mechsb. R. R.	215,794				70	
		+680				−1,365	
541	Sn. Pa. Ry. & Min. Co.	1,425,000					
542	Junction R. R. (of Phila.)	1,034,829				49,251	
						−32,675	
543	Nn. Cent. Ry.	15,164,190	5,075,911	116,194	3,599,034	1,316,366	538,215
		+108,212	+129,579	−50,000	−302,000	+237,603	+91,502
544	Elm. & L. Ont. R. R.	2,000,000				12,500	
						−50	
545	Elm. & Williamspt. R. R.	2,218,000	352,000		3,309	38,437	
						+31	
546	Lykens Vy. R. R. & Coal Co.	578,767	17,000		4,300	3,175	
						+795	
547	Sham. Vy. & Pottsv. R. R.	1,208,050			3,078	73,303	
					+201	−92	
549	Un. R. R. (of Balt.)	2,100,000		347,942		778,376	
						+43,137	
550	Phila., Wilm. & Balt. R. R.	15,245,734	(1)	525,582	2,860,605	2,362,893	536,922
		−169,019		−500,000	+481,386	+826,126	−3,081
551	Balt. & Pot. R. R.	12,776,971				206,931	
		+403,244				−29,003	
552	Catonsv. S. Line R. R.	105,000					
553	Cambridge & Seaf. R. R.	500,000					
554	Delaware R. R.	3,252,935				140,605	
		+5,166				+50,634	
555	Del. & Ches. Ry.	999,413					
556	Del., Md. & Va. R. R.	1,821,328	1,671				
557	Phila. & Balt. Cent. R. R.	4,068,994			1,100	417,220	
		+44,511	−92,186			−23,894	
558	Chester Ck. R. R.	457,100				11,223	
						+60	
559	Queen Anne's & Kent R. R.	334,292					

[1] Included in "cost of road."

; YEAR ENDING JUNE 30, 1893—Continued.

mpared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
nking nd and ndries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
ollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....	.....	3,981,447	1,259,100	.....	1,971,994	.....	750,353	529
.....	.....	+116,816	.....	.....	+116,816	.....	.....	
.....	.....	3,378,018	1,278,300	991,000	1,108,718	.....	.....	530
.....	.....	+46,671	.....	.....	+46,671	.....	.....	
.....	.....	45,654	45,600	.....	.....	.....	54	531
.....	.....	40,000	25,000	15,000	.....	.....	.....	532
.....	.....	289,626	165,000	91,668	12,278	.....	20,680	533
.....	.....	—6,453	.....	.....	—40	.....	.....	
.....	.....	7,856,426	1,775,000	4,440,500	36,700	.....	1,526,924	534
.....	.....	+385,718	.....	+215,500	+12,604	.....	+157,614	
.....	183,671	44,102,768	26,197,092	16,991,848	720,455	193,373	.....	535
.....	+68,074	—63,188	+13,193	—131,942	+55,708	—147	.....	
2,708	6,543	3,419,841	1,258,150	1,592,300	569,391	.....	.....	536
—4,136	—2,025	+34,903	.....	+17,000	+17,903	.....	.....	
.....	23,933	205,521	102,900	100,000	2,621	.....	.....	537
.....	—4,523	.....	.....	.....	.....	.....	.....	
[1] 9,448	.....	2,991,829	1,777,850	270,500	125,560	.....	817,919	538
+1,833	.....	+55,929	.....	.....	+9,131	.....	+46,798	
.....	47,587	747,587	700,000	.....	47,587	.....	.....	539
.....	—5,318	—5,318	.....	.....	—5,318	.....	.....	
.....	.....	215,864	89,800	100,000	13,759	.....	12,305	540
.....	.....	—885	.....	.....	—226	.....	—459	
.....	169,590	1,594,590	800,000	625,000	169,590	.....	.....	541
.....	+51,532	+51,532	.....	.....	+51,532	.....	.....	
.....	.....	1,084,080	250,000	725,000	14,954	.....	94,126	542
.....	.....	—32,675	.....	.....	—121	.....	—32,554	
394,566	.....	26,196,476	7,518,150	14,286,000	1,451,105	89,660	1,452,531	543
+82,000	.....	+296,986	.....	—129,000	+29,569	.....	+337,531	
.....	7,333	2,019,833	1,500,000	500,000	19,833	.....	.....	544
.....	—41,944	—41,944	.....	.....	—41,944	.....	.....	
.....	.....	2,611,746	1,000,000	1,570,000	30,095	7,125	4,526	545
.....	.....	+31	.....	.....	.....	.....	+31	
.....	.....	603,251	600,000	.....	.....	.....	3,251	546
.....	.....	+795	.....	.....	.....	.....	+795	
.....	.....	2,952,381	869,450	2,000,000	73,267	.....	9,664	547
.....	.....	+109	.....	.....	—97	.....	+206	
.....	.....	3,476,318	1,200,000	1,500,000	.....	.....	776,318	549
.....	.....	+43,137	.....	.....	.....	.....	+43,137	
551,188	.....	22,082,924	11,819,350	5,893,598	1,902,181	.....	1,895,795	550
+36,710	.....	+672,122	.....	+366,000	+54,558	.....	+215,564	
1,448	214,366	13,199,716	4,914,250	7,500,000	785,466	.....	.....	551
+423	+96,673	+471,337	.....	.....	+471,337	.....	.....	
.....	.....	105,000	60,000	45,000	.....	.....	.....	552
.....	151,874	651,874	500,000	.....	151,874	.....	.....	553
.....	+10,230	+10,230	.....	.....	+10,230	.....	.....	
.....	.....	3,393,540	2,218,132	1,035,000	69,751	.....	70,657	554
.....	.....	+55,800	+43,650	—38,500	+22,611	.....	+28,039	
.....	478,627	1,481,540	600,000	400,000	481,540	.....	.....	555
.....	+45,183	+45,183	.....	.....	+45,183	.....	.....	
.....	276,788	2,099,787	526,758	1,035,000	538,029	.....	.....	556
.....	+1,000	+1,000	.....	.....	+1,000	.....	.....	
34,224	.....	4,825,860	2,499,286	2,200,000	661	.....	64,400	557
+34,224	.....	—37,345	—61	.....	—1,220	.....	—36,064	
.....	.....	468,323	272,100	185,000	11,223	.....	.....	558
.....	.....	+60	.....	.....	+60	.....	.....	
.....	189,611	523,903	314,835	.....	209,068	.....	.....	559
.....	+21,161	+21,161	.....	.....	+21,161	.....	.....	

[1] "Sinking fund."

[2] Includes $548,000, "sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Pennsylvania R. R.—Continued. Phila., Wilm. & Balt. R. R.—Contd.						
560	S. Chester R. R.	134,495				150,015	
561	W. Jersey R. R	4,093,178	860,242		934,600	258,991	136,891
		—11,473	+38,775		+57,250	+58,972	+13,437
562	Alloway & Quinton R. R.	46,500					
		+142					
563	W. Jersey & Atl. R. R.	1,151,570			30,000	65,011	
						+33,226	
569	Phila. & Read. R. R	87,885,961	20,913,561	9,041,030	18,099,114	11,329,010	3,187,286
		+1,832,434	+1,299,061	+2,902,361	+458,742	+3,956,774	—894,034
570	Allentown R. R.	1,085,748				20,527	
						+3,312	
571	Allentown Term. R. R	979,524				10,002	
		+2,678				+548	
573	Chest. H. R. R	120,650				191	
						—309	
574	Colebrookdale R. R.	672,342				6,969	
						+6,907	
575	Danv. & Sham. R. R. [1]	26,710					
576	Dauphin & Berks R. R	100,000					
577	Del. & Bound Brk. R. R.	3,347,590	170,921		71,375	40,252	
		—7,879			+7,484	+2,717	
578	E. Trenton R. R.	59,000				96	
		+7,483				+96	
579	E. Pa. R. R.	1,905,586					
580	Lehigh Vy. R. R.	17,975,934	21,197,869	1,780,892	23,870,329	2,077,983	
		+22,087	+1,099,814	—332,936	—2,312,803	—4,835,509	
581	Buff. Ck. R. R	660,893	70,087			11,396	
		+54,340	+16,740			—223	
582	Easton & Amb. R. R.	10,837,241			29,261	312,770	
		—1,804				—1,885	
583	Lehigh Vy. Term. Ry.	11,086,636				8,934,364	
584	Lehigh Vy. Ry.	22,859,556	1,340,715				
		+2,987,923					
585	Hayt's Cor., Ovid & Wil. R. R. [2]						
586	Loyalsock R. R	349,263					
		+48,035					
587	Pa. & N. Y. Canal & R. R. Co.	8,141,700					
		+17,310					
590	State Line & Sullivan R. R.	753,152		20,000		93,636	4,000
		+45,300				+14,190	+4,000
591	Wav. & State Line R. R.	64,398					
592	Wilkesb. & Harvey's L. R. R.	343,658					
		+16,676					
593	Little Schuyl. Nav. R. R. & Coal Co.	2,405,944		27,810	86,350	60,536	
						—2,737	
594	E. Mahanoy R. R.	497,793				21,519	
						+3,742	
595	Mill Ck. & Mine H. Nav. & R. R. Co.	323,045				18,156	
						+355	
596	Mine H. & Schuyl. Hav. R. R.	4,165,572		359,000		13,138	
				+359,000		+9,988	
597	Mt. Carb. & Port Carb. R. R.	282,815				4,534	
						+3,370	
598	Norrist. Jctn. R. R.	59,030				1,110	
						+197	

[1] Road under construction.

[2] No data for this Table.

THE YEAR ENDING JUNE 30, 1893—Continued

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
	135	284,645	[1] 100,000		34,645			560
[2] 337,500		6,681,402	[3] 2,205,200	3,242,900	218,822		492,630	561
+12,500		+169,461	+250		+394,356		+41,717	
		46,500	46,500					562
		+142	+4,000		—3,858			
		1,246,281	994,850	236,000	8,089		7,342	563
		+33,226	+36,050		—6,370		+3,546	
3,037,094	126,384	237,920,484	39,830,362	165,465,355	15,348,376	599,990		569
—776,552	+126,384	+11,791,405	—275,000	+8,150,953	+7,467,346	+184,155	—736,369	
	175,355	1,281,630	1,268,885		12,745			570
	—3,312							
	22	989,548	450,000	450,000	89,548			571
		+3,226			+3,226			
		120,841	120,650		191			572
		—309			—309			
	564,566	1,243,877	297,215	600,000	343,662	3,000		574
	+24,029	+30,936			+30,936			
		26,710	26,710					575
		100,000	100,000					576
		3,634,104	1,800,000	1,800,000	31,526		2,578	577
		+2,483			+2,483			
		59,096	59,000		96			578
		+7,579	+7,483		+96			
481,541		2,387,127	1,730,450	495,000	46		161,631	579
2,246,109		84,824,504	40,441,100	33,931,000	4,738,762	270,530	4,857,959	580
		—3,229,918		—64,000	+887,238	—320	—2,590,812	
		748,326	250,000	488,000	8,750		1,576	581
		+70,857		+72,000	+8,750		—9,893	
		12,000,000	6,000,000	6,000,000				582
		20,021,000	10,000,000	10,000,000	21,000			583
		24,200,271	5,900,000	15,000,000	3,300,271			584
		+2,987,923			+2,987,923			
								585
		349,263	300,000		49,263			586
		+48,035	+150,000		—101,965			
	2,887,960	11,160,329	1,061,700	10,000,000	98,629			587
		+17,310			+17,310			
		1,371,788	[4] 980,250	[5] 300,000	20,194		71,344	590
		+15,450	—3,300		—6,109		+24,859	
		64,398	10,000		54,398			591
		343,658	150,000		193,658			592
		+16,676			+16,676			
		2,587,340	2,487,850		19,202		80,288	593
		—2,737			+676		—3,413	
		519,312	497,750		21,562			594
		+3,742			+3,742			
		341,201	323,375		46		17,780	595
—331		+24			—16,166		+16,190	
	34,765	4,572,475	4,210,200		3,275			596
	—8,975	+360,014			+1,014			
		287,339	282,350		2,741		2,248	597
		+3,370			+1,882		+1,488	
175		60,315	20,250	38,000	165	792	1,108	598
		+197			+37		+160	

[1] Excludes $150,000, payable on subscriptions.
[2] "Sinking fund."
[3] Excludes $521,850, allotment of new stock.
[4] Includes $242,587, excluded from Table II, apportioned "to other properties."
[5] Includes $75,000, excluded from Table II, apportioned "to other properties."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (−)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Phila. & Read. R. R.—Continued.						
599	N. Pa. R. R.	10,313,711	1,750,936	6,300	49,465	325,321	
		−2,173				+10,707	
600	Phila. & Frankf. R. R.	483,976				505,024	
		+469,872				+504,408	
601	Phila. & Read. Term. R. R.	8,981,548		1,204,761		597,213	
		+2,859,435		−1,567,478		+594,555	
602	Phila., Germant. & Norrist. R. R.	1,639,872	367,988			21,845	
						−33	
603	Plymouth R. R.	286,545					
604	Phila., Harrisb. & Pittsb. R. R.	3,143,841				701	
605	Pickering Vy. R. R.	481,399				140	
						−1	
606	Schuyl. & Lehigh R. R.	1,063,800				17,648	
607	Schuyl. Riv. W. Side R. R.	2,859					
608	Schuyl. Vy. Nav. & R. R. Co.	576,841				15,767	
						+14,736	
609	Sham. Sunb. & Lewisb. R. R.	3,048,261				951,989	
610	Slatington R. R.	1,733				18,267	
611	Atl. Cy. R. R.	4,600,771	448,682			159,781	22,422
		+442	−1,500			+4,013	−6,040
612	Brigantine B. R. R.[1]						
613	Camden Co. R. R.	205,524				11,804	
		+2,528				+660	
614	Chester & Del. Riv. R. R.	331,547					
		+31,430					
615	Gettysb. & Harrisb. Ry.	1,126,357	95,303			358	112
		+14,538					
616	Middlet. & Hummelst. R. R.	129,713				75,000	
		+2,192					
617	N. E. Pa. R. R.	713,439				263,682	
		+4,738				+833	
618	Pa., Pough. & Boston R. R.	3,850,452	506,910	247,264	1	21,532	
						−28,041	
620	Perkiomen R. R.	2,085,578	4,257			54,024	16,519
		+188				+8,739	+1,564
621	Phila. & Chester Vy. R. R.	1,087,063				11,419	
		+400				−5,065	
622	Phila. & Nn. R. R.[2]	2,456				900,607	
		+1,556				+871,507	
623	Port Read. R. R.	3,064,820				112,221	19,754
		+2,320				+72,221	+19,754
624	Read. & Col. R. R.	2,197,358	245,241			239,044	4,557
		−425				+1,601	+1,509
626	Read., Mari. & Han. R. R.	832,587					
627	Rupert & Bloomsb. R. R.	58,046				6,257	
						+1,947	
628	Stony Ck. R. R.	548,923	397	300		16,735	4,754
						−15,251	+1,949
629	Tamaqua, Haz. & Nn. R. R.	333,298				377	
		+426				−539	
630	Phila., Newt. & N. Y. R. R.[3]						
631	Phila., Read. & New Eng. R. R.	15,857,725	321,937		900,063	180,745	57,890
632	Dutchess Co. R. R.	650,000					
634	Port Jer., Monti. & N. Y. R. R.	806,760	5,248			7,166	
		+100				+2,437	

[1] No data for this Table.
[2] Road under construction.
[3] Insufficient data for this Table.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
325,489	.....	12,796,987	4,720,750	7,480,258	323,516	.....	94,593	599
—68,116	.....	—59,582	.....	.....	+8,740	.....	—68,322	
.....	.....	989,000	500,000	489,000	.....	.....	.....	600
.....	.....	+974,280	+499,280	+489,000	—14,000	.....	.....	
.....	.....	10,783,522	8,500,000	9,617	2,273,905	.....	.....	601
.....	.....	+1,886,512	.....	.....	+1,886,512	.....	.....	
6,471	.....	2,310,671	2,246,900	.....	5,589	.....	.....	602
—14,998	.....	—15,031	.....	.....	+404	.....	.....	
.....	.....	286,545	12,050	.....	.....	.....	.....	603
.....	.....	3,144,542	2,000,000	.....	1,144,542	.....	.....	604
.....	510,183	991,722	95,655	332,300	557,951	5,816	.....	605
.....	+18,617	+18,616	.....	.....	+18,616	.....	.....	
.....	.....	1,081,448	50,000	1,000,000	31,448	.....	.....	606
.....	.....	2,859	1,500	.....	1,359	.....	.....	607
.....	.....	592,608	576,050	.....	410	.....	16,148	608
.....	.....	+11	.....	.....	+5	.....	+6	
.....	.....	4,000,250	2,000,000	2,000,000	250	.....	.....	609
.....	.....	20,000	20,000	.....	.....	.....	.....	610
.....	.....	5,231,656	2,200,000	2,226,070	762,556	18,333	24,697	611
.....	—60,585	—63,670	.....	.....	—88,367	.....	+24,697	
.....	.....	.....	.....	.....	.....	.....	.....	612
.....	14,823	232,151	100,000	39,000	93,151	.....	.....	613
.....	+5,952	+9,140	.....	+1,000	+8,140	.....	.....	
.....	29,041	360,588	40,000	22,300	298,288	.....	.....	614
.....	+21,373	+52,803	.....	.....	+52,845	—42	.....	
.....	84,234	1,306,364	600,000	573,000	125,427	7,937	.....	615
.....	+32,925	+47,463	.....	.....	+46,898	+565	.....	
.....	12,349	217,062	175,000	.....	42,062	.....	.....	616
.....	+4,579	+6,771	.....	.....	+6,771	.....	.....	
.....	342,929	1,320,050	400,000	400,000	515,050	5,000	.....	617
.....	+31,358	+36,929	.....	.....	+36,929	.....	.....	
.....	903,889	5,590,048	2,000,000	2,082,990	1,507,058	.....	.....	618
.....	+158,652	+130,611	.....	—571	+131,182	.....	.....	
.....	825,822	2,986,560	38,400	1,924,600	1,023,560	.....	.....	620
.....	—2,146	+6,663	.....	.....	+6,663	.....	.....	
.....	79,536	1,178,018	755,100	380,510	37,902	4,506	.....	621
.....	+22,886	+18,221	.....	.....	+18,221	.....	.....	
.....	.....	903,063	900,000	.....	3,063	.....	.....	622
.....	.....	+873,063	+870,000	.....	+3,063	.....	.....	
.....	104,537	3,301,332	1,565,000	1,500,000	236,332	.....	.....	623
.....	+104,537	+198,832	.....	.....	+198,832	.....	.....	
.....	1,325,838	4,012,038	958,373	2,009,167	1,027,207	17,291	.....	624
.....	+57,586	+60,571	.....	.....	+60,571	.....	.....	
.....	.....	332,587	250,000	.....	82,587	.....	.....	626
.....	10,095	74,398	50,000	.....	.....	24,398	.....	627
.....	+1,598	+3,545	.....	.....	.....	+3,545	.....	
.....	556,315	1,127,424	176,100	350,000	589,699	6,125	.....	628
.....	+27,180	+13,878	.....	.....	+13,878	.....	.....	
.....	5,838	339,511	300,000	.....	39,511	.....	.....	629
.....	+5,838	+5,725	.....	.....	+6,511	.....	—786	
.....	.....	.....	.....	.....	.....	.....	.....	630
.....	331,380	17,649,740	6,600,000	10,100,000	860,473	89,267	.....	631
.....	.....	650,000	300,000	350,000	.....	.....	.....	632
.....	98,433	917,607	409,100	364,000	142,687	1,820	.....	634
.....	+20,204	+22,741	.....	.....	+22,741	.....	.....	

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (−)

No.	Abbreviated name of road.	ASSETS.					
		Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
635	Pough. & En. Ry. [1]	61,872	19,787			428,924	
[illegible]	Reynoldsv. & Falls Ck. R. R.	337,048	26,051			82,973	
		+11,521				+24,983	
641	Roch., & L. Ont. Ry	55,107	4,206			12,147	
		−2,405	−1,744			−2,025	
646	Sharpsville R. R	423,340	26,856			10,628	
						+216	
648	Sinnemahoning Vy. R. R	90,000				809	
						+602	
650	Slate Run R. R.	65,757	15,243			16,615	
						−435	
653	Staten I. Rap. Trans. R. R	8,105,158	590,392			415,305	28,959
		+26,600	+315			+66,317	+1,772
654	Staten I. Ry.	291,190	346,697			518	
						+17	
656	Stewartstown R. R. [2]						
661	Ulster & Del. R. R	2,976,486	271,697		740,000	48,429	54,854
		−53,152			+740,000	−82,898	+17,076
662	Del. & Otsego R. R.	306,586					
		+22,928				−160	
664	Kaaterskill R. R.	149,188	28,362			5,440	708
		+1,179				−3,453	−1,465
666	Stony Clove & Cats. Mtn. R. R.	289,741	55,055			9,888	134
						−11,941	−159
673	Wellav., Coudersp. & Pine Ck. R. R.	100,263	8,314			6,982	
		+11,772				−2,484	
675	Wn. Md. R. R. [2]						
676	Balt. & Cumb. Vy. R. R.	152,432				2,184	
677	Balt. & Cumb. Vy. R. R. Ex.	500,000				16,350	
678	Balt. & Cumb. Vy. Ry.	91,000				1,455	
679	Balt. & Harrisb. Ry. [2]						
681	Berlin Brh. R. R	77,326				991	
						+97	
683	Wn. N. Y. & Pa. R. R.	58,998,010	3,983,212	495,943	10,441,298	821,095	212,836
		+140,851	+45,094		+232	+237,659	+28,983
695	Williams Vy. R. R.	201,149	[3]			62,604	500
696	Williamspt. & N. Brh. R. R.	1,090,632	43,683		3,950	7,915	16,481
		+7,791	+21,605		+1,375	−5,956	+9,969
697	Wilm. & Nn. R. R	2,169,338	429,632		38,650	134,411	82,331
		+124,355	+85,490			−2,922	−2,896
699	Addyston & Ohio Riv. R. R.	44,620	31,473			62,586	
						+6,849	
700	Alliance & Nn. R. R.	457,600			42,400	1,053	
						−3,280	
176	Balt. & Ohio R. R.: [4]						
702	Balt. & Ohio & Chic. R. R.	14,873,615	180,961				
		+138,093					
703	Akron & Chic. Jctn. R. R.	3,910,964					
		+33,031					
704	Cent. Ohio R. R	7,044,425			5,000	532,944	
		+51,609			+5,000	+119,509	
705	Sdsky., Mansf., & Newk. R. R.	3,368,400				133,453	
						+97,344	
708	Newk., Somerset & Stav. R. R.	2,201,185					
709	Pittsb. & Wn. R. R	25,138,174	[3]		1,435,965	608,365	107,433
		+445,944			+990,000	+48,674	−21,403

[1] Report for period, April 13 to June 30, 1893.
[2] Insufficient data for this Table.
[3] Included in "cost of road."
[4] Inserted to show relation of seven roads following.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	510,583	500,000	.....	.....	.....	10,583	635
.....	.....	446,072	170,000	170,000	39,319	.....	66,753	640
.....	.....	+36,504	.....	.....	+30,833	.....	+5,671	
.....	.....	71,460	65,000	.....	71	.....	6,389	641
.....	.....	—6,174	.....	.....	—916	.....	—5,258	
425	13,237	474,486	350,000	.....	124,486	.....	.....	646
.....	+9,136	+9,352	.....	.....	+9,352	.....	.....	
915	10,362	102,086	90,000	.....	12,086	.....	.....	648
+711	+9,683	+10,996	.....	.....	+10,996	.....	.....	
.....	.....	97,615	81,000	.....	11,011	.....	5,604	650
.....	.....	—435	.....	.....	—996	.....	+561	
.....	106,861	9,246,676	500,000	8,000,000	731,676	15,000	.....	653
.....	—34,897	+60,107	.....	.....	+60,107	.....	.....	
2,700	.....	641,105	210,000	300,000	.....	.....	131,105	654
.....	.....	+17	.....	.....	.....	.....	+17	
.....	.....	.....	.....	.....	.....	.....	.....	656
.....	.....	4,091,476	1,794,600	1,855,300	44,383	.....	397,193	661
.....	.....	+621,026	+100,000	+459,000	+10,552	.....	+51,474	
.....	.....	306,586	298,500	.....	.....	.....	8,086	662
.....	.....	+22,768	+225,500	.....	—210,818	.....	+8,086	
.....	.....	183,698	100,000	.....	4,876	.....	78,822	664
.....	—8,162	—11,901	.....	—60,000	—30,724	.....	+78,823	
.....	.....	354,868	124,000	.....	7,663	.....	223,205	666
.....	.....	—12,100	.....	—210,000	—15,634	—2,625	+216,159	
.....	.....	115,559	68,554	27,500	1,861	.....	17,644	673
.....	.....	+9,288	.....	—2,500	—859	.....	+12,647	
.....	.....	.....	.....	.....	.....	.....	.....	675
.....	.....	154,616	76,700	72,800	2,932	2,184	.....	676
.....	.....	516,350	270,000	230,000	16,350	.....	.....	677
.....	.....	92,455	42,500	48,500	1,455	.....	.....	678
.....	.....	.....	.....	.....	.....	.....	.....	679
.....	31,601	109,918	43,195	42,900	23,823	.....	.....	681
.....	+2,689	+2,786	.....	.....	+2,786	.....	.....	
.....	.....	75,153,335	30,000,090	35,898,114	743,506	22,546	8,060,926	683
.....	.....	+404,788	.....	+271,085	+101,384	—788	—229,874	
.....	.....	264,253	90,000	87,009	72,811	.....	4,303	695
.....	.....	1,558,876	850,612	675,000	20,845	.....	12,419	696
—102	.....	+399,902	+101,412	+300,082	+121	—3,710	+1,997	
.....	.....	2,854,362	1,278,050	771,000	159,759	4,775	640,778	697
.....	.....	+204,137	.....	+237,000	—76,068	+2,625	+40,580	
.....	.....	138,679	50,000	.....	72,656	.....	16,023	699
.....	.....	+6,849	.....	.....	—2,542	.....	+9,391	
.....	8,806	509,859	500,000	.....	9,859	.....	.....	700
.....	+1,469	—1,811	.....	.....	—1,811	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	176
.....	4,753,414	19,807,990	1,503,450	7,744,000	10,560,540	.....	.....	702
.....	+178,550	+316,643	.....	.....	+316,643	.....	.....	
.....	.....	3,910,964	2,250,000	1,500,000	108,570	12,500	39,894	703
.....	.....	+33,031	.....	.....	+9,236	.....	+23,795	
.....	.....	7,582,369	2,859,900	2,500,000	.....	37,500	2,184,969	704
.....	.....	+176,118	.....	.....	.....	.....	+176,118	
16,462	.....	3,518,315	1,068,400	2,300,000	100,000	.....	49,915	705
—18,901	.....	+78,443	.....	.....	+80,412	.....	—1,969	
.....	302,841	2,504,026	1,026,500	800,000	677,526	.....	.....	708
.....	+9,052	+9,052	.....	.....	+9,052	.....	.....	
35,031	249,959	29,346,180	12,980,000	13,351,772	3,014,408	.....	.....	709
+35,031	+249,959	+2,485,053	+980,000	+416,700	+1,187,672	.....	—99,319	

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (−)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Balt. & Ohio R. R.—Contd.						
	Pittsb. & Wn. R. R.—Contd.						
711	Pittsb., Clev. & Tol. R. R.	5,171,303 +69,519	489,144			53,636	519
714	Vy. Ry. (of Ohio) [1]		43,839			146,193	38,936
715	Balt. & Ohio S. Wn. R. R.	34,360,402 + 7,201	1,338,087 +145,597		37,500	846,807 +147,015	132,261 +23,352
718	Beaver & Ellwood R. R. [2]						
720	Bellaire, Zanesv. & Cin. Ry. [2]						
723	Cent. Un. Depot & Ry. Co. of Cin. [2]						
725	Chic. & S. Bend R. R. [4]	([3])	20,239			1,174	191
727	Chic. & W. Mich. Ry.	10,946,237 +136,620	1,835,017 +362,995	6,000	33,600	2,232,531 −11,633	206,309 −9,164
729	Det., Lans. & Nn. R. R	6,867,339 +9,329	655,109	34,973		536,689 −47,805	121,256 +30,915
731	Sag. & Wn. R. R. [2]						
732	Sag. Vy. & St. L. Ry.	618,177	87,037		22,770 +1,430	6,591 −6,011	823 −313
733	Sag. & Gr. Rap. R. R.	70,000					
734	Gr. Rap. Tr. & Jctn. R. R.	5,000					
736	Cin. & Westwood R. R.	187,176 +17,851	[5]55,383 +90			107 +99	
737	Cin., Georget. & Ports. R. R.	679,184 +15,288				2,487 −4,835	3,787 +2,053
738	Cin., Ham. & Day. R. R.	4,406,012 +86,451	3,271,805 +315,372	999,150	582,251 +5,140	3,536,281 −927,869	251,295 +33,484
743	Day. & Mich. R. R.	5,995,197 +50,571	823,417			566	
745	Cin., Day. & Chic. R. R.	4,135,901 +5,900	3,110				
746	Cin., Ham. & Indpls. R. R.	4,782,498 +35,123	237,452				
747	Cin., Jack. & Mack. Ry.	27,324 +25,404	2,414 +2,414			79,357 +24,595	39,816 +18,719
748	Cin., Leb. & Nn. Ry.	1,577,414 +113,921				18,887 +3,732	6,725 +2,778
751	Cin., Ports. & Va. R. R.	2,085,471 +29,235	158,125 +6,744			33,235 +12,584	859 +859
753	Clev. & Mari. Ry.	2,156,024 +2,172	566,795 +47,072			66,375 +20,869	14,049 −8,899
754	Clev., Akron & Cols. Ry	5,654,384 +99,976	1,597,757 +807,024		50,000	200,867 −19,215	60,141 −39,979
755	Clev., Cant. & Sn. R. R.	16,887,360 −103,139	1,480,255 +608,446	396,154 +236,154	545,002 +67,761	162,452 +146,015	42,254 +7,298
756	Clev. Belt & Term. R. R. [6]	4 018 545	6,616			315	
758	Clev., Cin., Chic. & St. L. Ry.	83,486,812 +3,196,619	([7])	2,835,230 +24,000	973,228 +86,880	2,171,128 +398,457	777,428 −9,424
764	Day. & Un. R. R.	623,076	([7])			84,713 +25,249	23,727 +617
765	Mt. Gil. S. Line Ry.						
767	Peoria & En. Ry.	23,603,000	([7])				
768	Clev., Lor. & Wheel. R. R.	7,030,661	1,093,156			260,313	54,950
769	Cols., Hock. Vy. & Tol. Ry.	16,626,083 +221,235	5,078,064 +125,086	10,500	8,000,000	1,545,971 +657,790	80,566 −121,805

[1] Report of Receivers.
[2] No data for this Table.
[3] Owned by Studebaker Bros. Manufacturing Co.
[4] Insufficient data for this Table.
[4] Report for period, April 15, 1892 to June 30, 1893.
[6] Report for six months ending June 30, 1893.
[7] Included in "cost of road."

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	360,908	6,075,801	3,000,000	2,400,000	675,801	.....	.....	711
.....	—66,410	+3,109	.....	.....	+ 3,109	.....	.....	
.....	.....	534,169	.....	14,176	307,669	.....	82,536	714
4,037	.....	36,726,969	5,000,000	30,600,000	713,476	.....	385,493	715
+272	.....	+322,038	.....	.....	+80,090	.....	+241,948	
.....	.....	.....	.....	.....	.....	.....	.....	718
.....	.....	.....	.....	.....	.....	.....	.....	720
.....	.....	.....	.....	.....	.....	.....	.....	723
.....	.....	64,104	50,000	12,000	.....	.....	2,104	725
.....	.....	16,069,676	7,511,800	7,786,000	531,825	39,704	200,347	727
.....	.....	+1,177,913	+715,000	+2,034,000	—1,433,649	+15,706	—153,144	
[1] 253,051	.....	8,468,411	4,335,600	3,442,000	515,557	18,467	156,787	729
+6,960	.....	—601	.....	.....	—9,809	.....	+9,208	
.....	.....	.....	.....	.....	.....	.....	.....	731
.....	136,615	872,013	264,804	446,000	155,263	[4] 5,946	.....	732
.....	+12,533	+7,639	.....	.....	+7,639	.....	.....	
.....	.....	70,000	70,000	.....	.....	.....	.....	733
.....	.....	5,000	5,000	.....	.....	.....	.....	734
1,110	21,268	328,444	195,000	100,000	33,444	.....	.....	736
+102	+7,594	+25,736	.....	+2,000	+23,736	.....	.....	
.....	.....	685,458	400,000	252,000	30,896	.....	2,562	737
.....	—1,423	+11,083	.....	.....	+12,554	—4,033	+2,562	
.....	.....	23,503,121	[2] 5,613,900	[3] 7,753,000	1,301,991	150,760	5,171,424	738
.....	.....	+2,936,462	.....	+2,951,000	—543,789	—672	+529,923	
.....	22,728	7,263,879	3,614,493	2,728,300	921,086	.....	.....	743
.....	.....	+50,571	.....	.....	+50,571	.....	.....	
.....	82,951	4,221,962	4,000,000	.....	.....	.....	.....	745
.....	+41,860	+47,760	.....	.....	.....	.....	.....	
.....	1,707,247	6,779,149	2,500,000	2,500,000	.....	805	.....	746
.....	+37,804	+72,927	.....	.....	.....	.....	.....	
.....	.....	294,107	.....	.....	125,991	.....	151,326	747
.....	.....	+191,256	.....	.....	+45,161	.....	+130,617	
850	.....	1,607,274	992,000	372,440	40,966	.....	201,868	748
—72,975	.....	+47,812	.....	.....	+14,164	.....	+33,648	
.....	.....	2,277,681	2,160,000	.....	46,317	.....	71,364	751
.....	.....	+49,413	.....	.....	+4,669	.....	+44,744	
.....	.....	3,040,430	2,000,000	826,287	127,185	14,750	72,208	753
.....	.....	+116,722	.....	+55,508	+75,634	.....	—14,420	
.....	.....	7,563,149	4,000,000	[4] 3,162,959	173,076	48,250	78,409	754
.....	.....	+807,758	.....	+807,959	—3,238	+4,000	+4,763	
[1] 45,000	.....	19,558,477	12,799,459	5,203,512	1,517,022	.....	38,484	755
+15,000	.....	+977,535	+2,976	+502,141	+507,476	.....	—35,058	
.....	.....	4,025,476	3,072,000	900,000	49,321	3,704	451	756
[1] 278,610	.....	94,642,203	38,407,722	48,095,730	7,275,571	379,162	454,018	758
+11,610	.....	+3,969,923	.....	—6,000	+4,338,971	—1,046	—362,002	
.....	.....	731,516	86,300	279,080	22,261	1,310	92,600	764
.....	.....	+25,866	.....	—17,000	—1,389	.....	+28,105	
.....	16,629	16,629	.....	.....	16,629	.....	.....	765
.....	+747	+747	.....	.....	+747	.....	.....	
.....	456,476	24,059,476	10,000,000	13,603,000	456,476	.....	.....	767
.....	+257,413	+257,413	.....	.....	+257,413	.....	.....	
11,421	.....	8,450,501	5,600,000	940,000	105,037	.....	1,805,464	768
.....	63,618	32,401,192	13,696,300	16,890,642	1,537,937	271,338	.....	769
.....	—405,749	+959,858	.....	+425,441	+535,875	.....	.....	

[1] "Sinking fund."
[2] Excludes $602,400, included in Table II, stocks of proprietary companies.
[3] Excludes $300,000, included in Table II, bonds of Cin. & Day. R. R.
[4] Includes $127,258 deferred payments on "equipment trust obligations."

TABLE VI.—GENERAL BALANCE SHEET

[Showing Increase (+) or Decrease

No.	Abbreviated name of road.	ASSETS. Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Mat... and supp...
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dol*
770	Cols., Shawnee & Hock. Ry.	8,646,312	1,129,526			245,938	1
		+341,721	+26,025			—46,579	–
772	Crawf. & Manistee Riv. Ry.	50,731	11,618			557	
						+126	
779	Ellwood Con. R. R. [1]	63,444				283	
780	Evansv. & T. Haute R.R.	6,066,571	2,763,979	868,492	3,616,850	884,047	1
		+245,710	+144,649	+719,338		—370,933	+1
781	Evansv. Belt Ry	190,973					
		+37,641					
782	Evansv. & Indpls. R. R	4,184,120				202,625	
		+46,213		—9,000		—20,670	+
783	Evansv. & Rich. R. R.	2,968,111				11,767	
		+17,020				—12,670	
786	Find., Ft. Way. & Wn. R. R. [2]						
787	Flint & Père Marq. R. R.	21,044,996	705,131		346,500	356,575	1
		+303,962	+5,535		+253,500	—80,262	+
85	Gr. Trunk Ry.: [3]						
790	Chic. & Gr. Trunk Ry.	17,714,299	1,537,942			912,496	5
		+89,676	—54,102			+215,152	–
791	Gr. Trunk Jctn. Ry.	4,544,498				5,345	
		+317,577				—64,711	
792	Cin., Sag. & Mack. R. R.	3,099,417	102,350			57,746	
		+6,858				—2,994	–
793	Chic., Det. & Can. Gr. Trunk Jctn. Ry.	2,881,141					
794	Det., Gr. Hav. & Milw. Ry.	6,460,173	555,865			699,723	1
		+1,336	+12,175			+74,823	–
795	Mich. Air Line Ry.	1,816,575				316	
		+3,132					
796	Tol., Sag. & Musk. Ry.	3,067,393	101,270			21,006	
		+1,343	+760			—24,356	+1
797	Hancock & Calumet R.R.	700,008	147,859	70,000		27,906	
		+11,233	—1,192			+7,832	
799	Ind. Nn. Ry	15,200	4,800				
800	Indpls., Dec. & Wn. Ry.	5,308,630	[4]			376,436	2
		+5,295				+111,523	–2
801	Indpls. Un. Ry.	1,828,635		5,000		190,110	1
		+36,726		—10,000		+36,310	–
803	Iron Ry	543,128	100,000			9,217	
		+42,627				+171	+
805	Ivorydale & Mill. Ck. Vy. Ry. [5]						
806	Kanawha & Mich. Ry.	9,999,016	329,112	1,000,000	1,000,000	199,835	1
		+886,065	+14,330			+164,677	
807	L. Co. R. R.	54,500	20,500				
808	L. Erie & Wn. R. R	30,198,820	2,973,762	192,376	15,000	519,963	13
			+200,000	+88,251		—202,869	+3
809	L. Erie, Alliance & Sn. Ry. [5]						
810	L. Shore & Mich. Sn. Ry.	66,700,000	17,300,000	767,400	14,185,275	4,344,233	1,13
				+100,000	+2,700	—1,257,349	+25
811	Det. & Chic. R. R	1,000,000					
812	Det., Hillsd. & S. Wn. R. R.	1,292,205	53,512			4,433	
						+388	
813	Det., Monroe & Tol. R. R.	1,338,100					
814	Ft. Way. & Jack. R. R. [5]						

[1] Opened for traffic July 1, 1893.
[2] No data for this Table.
[3] Report not filed; inserted to show relation of seven roads following.
[4] Included in "cost of road."
[5] Insufficient data for this Table.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	10,039,435	4,393,134	5,193,434	422,593	.....	30,274	770
.....	.....	+313,735	+139,800	+140,900	+36,500	.....	−3,465	
.....	.....	62,906	50,000	.....	.....	.....	12,906	772
.....	.....	+126	.....	.....	.....	.....	+126	
.....	.....	63,727	50,000	.....	13,727	.....	.....	779
13,919	.....	14,366,168	3,000,000	5,861,586	775,550	86,944	4,642,088	780
+13,919	.....	+874,166	.....	+1,152,991	−313,895	+72,569	−37,499	
.....	.....	190,973	100,000	.....	59,543	.....	31,430	781
.....	.....	+37,641	.....	.....	+34,587	.....	+3,054	
.....	221,408	4,615,769	2,000,000	2,515,688	81,316	5,857	.....	782
.....	−11,301	+8,141	.....	−2,834	−1,933	.....	.....	
.....	38,150	3,018,689	1,500,000	1,400,000	87,108	23,333	.....	783
.....	+38,150	+43,161	.....	.....	+39,515	.....	−4,602	
.....	.....	.....	.....	.....	.....	.....	.....	786
.....	.....	22,618,362	9,640,200	10,249,000	1,111,924	117,276	1,499,940	787
.....	.....	+472,510	.....	−40,000	+338,270	−933	+175,151	
.....	.....	.....	.....	.....	.....	.....	.....	85
.....	.....	20,687,047	6,600,000	12,000,000	2,087,047	.....	.....	790
.....	.....	+245,080	.....	.....	+245,080	.....	.....	
.....	.....	4,549,843	500,000	3,872,000	177,843	.....	.....	791
.....	.....	+252,866	.....	+280,720	−27,854	.....	.....	
.....	6,384	3,267,205	1,500,000	1,680,000	87,205	.....	.....	792
.....	.....	−311	.....	.....	−311	.....	.....	
.....	.....	2,881,141	1,095,000	1,786,141	.....	.....	.....	793
.....	.....	7,875,125	1,500,000	5,426,000	869,300	79,825	.....	794
.....	.....	+84,752	.....	.....	+84,752	.....	.....	
.....	.....	1,816,891	300,000	1,508,667	8,224	.....	.....	795
.....	.....	+3,132	.....	.....	+3,132	.....	.....	
.....	131,324	3,353,748	1,600,000	1,560,000	193,748	.....	.....	796
.....	+24,505	+22,244	.....	.....	+22,244	.....	.....	
.....	.....	955,409	350,000	400,000	44,165	.....	161,244	797
.....	.....	+18,663	.....	.....	−1,301	.....	+19,964	
.....	.....	20,000	20,000	.....	.....	.....	.....	799
.....	203,855	5,911,045	1,000,000	4,218,950	658,875	33,220	.....	800
.....	+19,490	+115,799	.....	.....	+115,799	.....	.....	
[1] 30,000	.....	2,073,558	250,000	1,000,000	655,655	7,275	160,628	801
+10,000	.....	+68,873	+250,000	.....	−203,109	−75	+22,057	
.....	.....	659,636	600,000	.....	48,121	.....	11,515	803
.....	.....	+45,037	.....	.....	+45,640	.....	−603	
.....	.....	.....	.....	.....	.....	.....	.....	805
67,328	.....	12,610,529	10,000,000	2,039,000	490,590	20,430	60,509	806
+9,066	.....	+1,034,640	.....	+667,000	+330,485	+6,707	+30,448	
.....	.....	75,000	.....	.....	.....	.....	75,000	807
.....	.....	.....	.....	.....	−2,650	.....	+2,650	
.....	.....	34,395,837	23,680,000	8,950,000	695,140	.....	1,070,697	808
.....	.....	+442,398	.....	+200,000	+79,853	.....	+459,810	
.....	.....	.....	.....	.....	.....	.....	.....	809
.....	.....	110,835,338	50,000,000	45,266,000	3,414,075	.....	12,155,263	810
.....	.....	−368,321	.....	−250,000	−564,302	.....	+445,981	
.....	.....	1,000,000	1,000,000	.....	.....	.....	.....	811
.....	.....	1,350,150	1,350,000	.....	.....	.....	150	812
.....	.....	+388	.....	.....	.....	.....	+388	
.....	.....	1,338,100	414,100	924,000	.....	.....	.....	813
.....	.....	.....	.....	.....	.....	.....	.....	814

[1] "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	L. Shore & Mich. Sn. Ry.—Continued.						
815	Jamest. & Frank. R. R.	2,639,153				8,428	
		+923				+76	
816	Kal. & White Pigeon R. R.	630,900					
817	Kal., All. & Gr. Rap. R. R.	1,450,000					
818	Mahon. Coal R. R.	3,350,871			[1] 138,150	32,545	
		+24,230				—29,617	
819	Nn. Cent. Mich. R. R. [2]						
821	Silv. Ck. & Dunk. Ry.	465,892					
822	Sturgis, Goshen & St. L. R. R. [2]						
823	Tol. & Ohio Nn. Ry. [3]						
824	Lakeside & Marbleh. R. R.	277,149	25,382			13,644	
		+740	+335			+894	
826	Louisv., Evansv. & St. L. Consol. R. R.	14,087,348	1,120,081	159,000	37,866	215,187	59,523
		+517,122	+80,129		—243,334	+23,526	+12,492
827	Louisv., New Alb. & Chic. Ry.	24,073,234	[4]		2,154,904	633,177	230,346
		+5,334,292			—1,900	—131,074	+40,694
830	Louisv., New Alb. & Cdn. R. R.	80,632				2,511	139
						+1,838	+82
832	Manistee & Gr. Rap. R. R. [5]	375,031	54,231			15,267	15,206
		+49,376				—2,643	—4,650
837	Mason & Oceana R. R.	180,922	67,363			965	5,705
		+6,208	—1,271			+622	+2,005
838	Mich. Cent. R. R. [6]	31,116,257	[4]	97,700	522,986	827,956	957,231
		+5,400		+52,000		—132,187	—119,870
839	Battle Ck. & Sturgis Ry.	1,000,000	[4]				
840	Bay Cy. & Battle Ck. Ry.	550,000	[4]				
841	Can. Sn. Brg. Co.	1,729,606					
842	Det. & Bay Cy. R. R.	2,000,000					
844	Gr. Riv. Vy. R. R. [7]						
845	Jack., Lans. & Sag. R. R. [2]						
846	Joliet & Nn. Ind. R. R.	1,100,000	[4]			32,550	
						+8,014	
847	Kal. & S. Hav. R. R.	1,025,400	[4]				
848	Mich. Air Line R. R. [2]						
849	Mich. Midl. & Can. R. R.	586,342					
850	Sag. Bay & N. Wn. R. R. [2]						
852	Tol., Can. Sn. & Det. Ry.	3,126,711				612,562	
						+245,218	
853	Middlet. & Cin. Ry.	359,715	10,367			30,496	300
		+42,547	+1,800			+27,724	—22,193
854	Minl. Range R. R.	688,816	133,328	15,400	252,684	31,751	11,765
		+10,314	+372	—262,600		—57,222	+358
856	New Castle & Butler R. R.	20,000					

[1] Stocks of *this* company owned.
[2] No data for this Table.
[3] No data for this Table. Road not in operation.
[4] Included "in cost of road."
[5] Report for year ending December 31, 1892.
[6] Figures cover whole line, 1,638.52 miles; 378.91 miles not in United States.
[7] Insufficient data for this Table.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	2,682,189	607,243	798,000	1,200,173	2,916	73,857	815
.....	.....	+999	.....	.....	—26,013	.....	+27,012	815
.....	.....	630,900	230,900	400,000	.....	.....	.....	816
.....	.....	1,450,000	610,000	840,000	.....	.....	.....	817
.....	.....	3,909,042	2,300,000	1,500,000	.....	.....	109,042	818
.....	.....	—5,387	.....	.....	.....	.....	—5,387	818
.....	.....	.....	.....	.....	.....	.....	.....	819
.....	.....	465,892	85,000	.....	.....	.....	.....	821
.....	.....	.....	.....	.....	.....	.....	.....	822
.....	.....	.....	.....	.....	.....	.....	.....	823
.....	.....	316,314	150,000	137,000	16,008	2,055	11,251	824
.....	.....	+2,108	.....	—3,000	—3,180	—45	+8,333	824
38,122	.....	15,717,127	4,254,209	10,352,927	722,954	96,247	290,790	826
+9,339	.....	+398,774	—831,400	+2,019,065	—488,189	+49,039	—349,741	826
[1] 120,750	.....	27,202,411	12,000,000	12,800,000	1,337,205	151,324	913,872	827
+22,436	.....	+5,264,448	+5,600,000	.....	—384,492	.....	+48,940	827
.....	.....	228,263	145,000	50,000	28,901	1,571	2,791	830
.....	—800	+146,120	+139,392	.....	+2,866	+1,071	+2,791	830
.....	.....	459,735	427,950	.....	.....	.....	31,785	832
.....	.....	+42,083	+22,050	.....	.....	.....	+29,033	832
.....	.....	254,955	150,000	.....	104,955	.....	.....	837
.....	.....	+7,562	.....	.....	+7,562	.....	.....	837
.....	.....	45,635,821	18,738,204	18,376,000	1,233,774	238,908	7,048,935	838
.....	.....	—130,133	.....	.....	—101,017	—1,155	—27,961	838
.....	.....	1,000,000	500,000	500,000	.....	.....	.....	839
.....	.....	550,000	300,000	250,000	.....	.....	.....	840
.....	1,086,510	2,867,487	450,000	1,000,000	1,388,320	29,167	.....	841
.....	+84,583	+84,583	.....	.....	+84,583	.....	.....	841
.....	.....	2,000,000	2,000,000	.....	.....	.....	.....	842
.....	.....	.....	.....	.....	.....	.....	.....	844
.....	.....	.....	.....	.....	.....	.....	.....	845
.....	.....	1,132,550	300,000	800,000	360	.....	32,190	846
.....	.....	+8,014	.....	.....	.....	.....	+8,014	846
.....	.....	1,025,400	325,400	.....	.....	.....	.....	847
.....	.....	.....	.....	.....	.....	.....	.....	848
.....	533,778	1,120,120	300,000	323,635	496,485	.....	.....	849
.....	+32,270	+32,270	.....	.....	+32,270	.....	.....	849
.....	.....	.....	.....	.....	.....	.....	.....	850
.....	1,409,181	5,159,680	1,547,663	1,500,000	2,112,017	.....	.....	852
.....	—140,218	+105,000	.....	.....	+105,000	.....	.....	852
.....	2,282	403,160	100,000	.....	303,160	.....	.....	853
.....	+2,282	+52,160	.....	.....	+52,160	.....	.....	853
.....	.....	1,133,744	393,400	353,900	217,164	.....	169,280	854
.....	.....	—308,778	.....	—291,700	+31,614	.....	—48,692	854
.....	7,047	27,047	20,000	.....	7,047	.....	.....	856
.....	+4,895	+4,895	.....	.....	+4,895	.....	.....	856

[1] "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (−)

No.	1 Abbreviated name of road.	2 Cost of road.	3 Cost of equipment.	4 Bonds owned.	5 Stocks owned.	6 Cash and current assets.	7 Materials and supplies.
		ASSETS.					
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
409	N. Y. Cent. & Hud. Riv. R. R.: [1]						
857	Dunk., Allegh. & Vy. Pittsb. R. R.	4,278,532	262,725			33,839	13,347
						+8,064	+1,340
859	N. Y., Chic. & St. L. R. R.	46,086,158	3,785,899		10,000	1,186,939	349,480
		+1,523	+169,178	−144,000	+10,000	+203,168	−21,372
860	Chic. & State Line R. R.	1,500,000				500	
						+100	
428	N. Y., L. Erie & Wn. R. R.: [2]						
861	N. Y., Pa. & Ohio R. R.	163,437,631	3,438		39,000	1,330,183	
		+2,438,830		−58,000		+170,573	
862	Clev. & Mahon. Vy. Ry.	6,225,107				51,251	
						+3,902	
863	New Castle & Shen. Vy. R. R.	540,894				40	
						−536	
864	Sharon Ry.	617,345				11,187	
						+52	
865	Westerman Coal & Iron R. R. [3]						
867	Chic. & Erie R. R.	20,714,720	([4])	208,635	1,240,000	247,939	148,684
		+352,195		−73,070		+5,807	−107,018
868	Norf. & Wn. R. R.	97,832,682	13,675,715	5,625,000	1,050,648	2,719,596	506,864
		+4,465,121	+3,045,093	−54,000	+175,100	+1,433	−330,426
869	N. Wn. Monroe Ry. [5]						
870	Ohio & Miss. Ry.	38,956,124	1,768,189			397,323	165,966
		+28,591	−2,350			+803	−23,180
871	Ohio Sn. R. R.	8,842,435	2,710,621			438,662	30,118
		+729,372	+2,056,395			−250,255	+3,397
872	Pennsylvania Co.	[6] 1,836,729	5,372,159	9,213,850	22,237,740	5,865,284	1,316,996
		+56,362	+241,865	−571,000	+648,391	−359,920	+75,569
873	Calumet Riv. Ry. [7]	134,869					
		+129					
874	Clev. & Pittsb. R. R.	14,683,356	3,667,807			373,503	261,211
		+126,416				+146,023	
877	Indpls. & Vinc. R. R.	4,435,597	240,000			28,575	
878	Pittsb., Ft. Way. & Chic. Ry.	35,478,312	10,669,493			726,233	468,725
		+460,197	+18,845			−4,876	
879	Masillon & Clev. R. R.	328,399				8,275	
						−3,649	
880	New Castle & Beaver Vy. R. R.	878,866				95,872	
		+1,806				+20,658	
881	Pittsb., Ohio Vy. & Cin. R. R.	604,215					
882	Pittsb., Youngst. & Ashtab. R. R.	6,163,997	568,428			512,916	
		+39,612				+133,866	
883	S. Chic. & Sn. R. R.	262,313				7,976	
		+2,647				+5,751	
884	State Line & Ind. Cy. Ry.	110,146				13	
		+51,406				+13	
885	Tol., Walh. Vy. & Ohio R. R.	3,887,149	406,655		41,800	174,487	
		+565,005	+76,755			−306,583	
886	Cin. & Muskingum Vy. Ry.	5,206,311	316,546			96,204	42,910
						+8,458	−7,472

[1] Inserted to show relation of road following.
[2] Inserted to show relation of six roads following.
[3] No data for this Table. Private road.
[4] Included in "cost of road."
[5] Insufficient data for this Table.
[6] Cost of "real estate." No road owned.
[7] Road not in operation.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	409
.....	.....	4,588,443	1,300,000	2,000,000	207,285	.....	181,158	857
.....	.....	+9,404	.....	.....	—55,944	.....	+65,348	
.....	.....	51,418,476	30,000,000	19,525,000	1,060,461	195,250	135,328	859
.....	.....	+218,497	.....	—50,000	+189,205	+940	—30,442	
.....	.....	1,500,500	1,500,000	.....	.....	.....	500	860
.....	.....	+100	.....	.....	.....	.....	+100	
								428
.....	.....	168,224,850	44,999,350	120,452,595	692,611	160,000	426,496	861
.....	.....	+2,564,237	.....	+2,336,350	+8,191	.....	+95,221	
[1] 325,600	.....	6,610,885	2,759,791	3,467,600	204,713	.....	178,781	862
.....	.....	+3,902	.....	.....	—330	.....	+4,232	
.....	9,674	550,608	292,250	250,000	8,358	.....	.....	863
.....	+2,893	+2,357	.....	.....	+2,357	.....	.....	
.....	.....	628,532	453,350	164,000	3,690	.....	7,492	864
.....	.....	+52	.....	.....	.....	.....	+52	
.....	.....	.....	.....	.....	.....	.....	.....	865
[2] 102,907	1,320,250	24,444,427	100,000	22,493,395	581,739	302,148	.....	867
+39,652	+440,049	+658,241	.....	—64,020	+191,441	—99,140	.....	
[2] 71,296	.....	122,279,971	57,500,000	58,522,744	4,353,420	382,361	828,377	868
+968	.....	+7,934,724	+5,000,000	+2,771,147	—282,946	+38,318	—223,232	
.....	.....	.....	.....	.....	.....	.....	.....	869
[3] 189,173	.....	42,437,484	24,081,914	16,534,000	1,118,212	103,527	599,831	870
+33,741	.....	+283,914	—4,746	+84,000	+25,125	+1,500	+178,035	
.....	.....	12,021,836	3,840,000	[4] 6,624,755	832,847	33,185	691,049	871
.....	.....	+2,538,909	.....	+1,998,755	+359,607	+5,885	+174,662	
[5] 3,098,116	.....	58,450,408	21,000,000	25,926,055	5,579,101	43,159	4,827,065	872
+179,900	.....	+1,385,256	.....	—419,389	+1,394,449	—7,963	+293,319	
.....	14,625	149,494	65,500	.....	83,994	.....	.....	873
.....	+3,250	+3,379	.....	.....	+3,379	.....	.....	
[6] 2,515,691	.....	21,501,568	11,247,336	7,684,500	357,702	23,793	2,180,011	874
+448,570	.....	+721,009	+21	+410,090	+144,878	+4,392	+215,865	
.....	2,434,817	7,138,989	1,402,000	3,102,000	2,571,386	63,603	.....	877
.....	+83,277	+83,277	.....	.....	+83,277	.....	.....	
[2] 7,906,250	.....	56,851,146	34,567,616	12,410,000	718,033	.....	8,055,497	878
+492,656	.....	+988,965	+479,042	.....	—6,643	.....	+516,566	
.....	.....	336,674	200,000	37,000	925	.....	98,749	879
.....	.....	—3,649	.....	—5,000	—125	.....	+1,476	
.....	.....	974,738	700,000	.....	1,966	.....	272,772	880
.....	.....	+22,464	.....	.....	.....	.....	+22,464	
.....	17,428	621,643	300,000	300,000	17,893	3,750	.....	881
.....	.....	7,245,341	3,033,342	3,372,000	8,633	59,558	771,808	882
.....	.....	+173,478	.....	.....	+1,717	.....	+171,761	
.....	1,549	271,838	127,000	.....	144,838	.....	.....	883
.....	—17,851	—9,453	.....	.....	—9,453	.....	.....	
.....	15,048	125,207	90,000	.....	35,207	.....	.....	884
.....	+712	+52,191	+33,000	.....	+19,191	.....	.....	
.....	.....	4,510,091	2,500,000	1,500,000	353,205	.....	156,886	885
.....	.....	+335,177	.....	.....	+264,766	.....	+70,411	
4,833	1,665,270	7,332,074	3,997,320	1,500,000	753,741	.....	.....	886
+91	+61,143	+62,220	.....	.....	+62,220	.....	.....	

[1] Includes $323,600, "sinking fund." [2] "Sinking fund." [3] Includes $2,134, "sinking fund."
[4] Includes $234,452.07, deferred payments of interest on "equipment trust obligations."
[5] Includes $2,665,000, "sinking fund." [6] Includes $1,801,500, "sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (−)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Pennsylvania Co.—Contd.						
887	Gr. Rap. & Ind. R. R.	15,626,661	1,750,000		148,447	1,211,771	214,539
					−13,333	−13,432	+46,037
888	Cin., Rich. & Ft. Way. R. R.	3,680,745	2 500				
889	Musk., Gr. Rap. & Ind. R. R.	709,768	37,210			23,427	
						−17,166	
890	Traverse Cy. R. R.	638,768	7,500			5,864	
						+1,394	
891	Pittsb., Cin., Chic. & St. L. Ry.	93,161,828	(1)	62,000	307,598	2,048,295	1,172,083
		+2,878,557		+50,000	−20,300	−21,012	+56,969
892	Chartiers Ry	1,134,543		98,133	2,251	117,481	
		+12,781				−8,659	
893	Chartiers Con. R. R.	21,605					
894	Englewood Con. Ry.	99,251					
895	Little Miami R. R.	5,568,709	974,391	282,000	121,300	28,146	
				+17,000	+500	−1,096	
896	Cols. & Xenia R. R.	1,493,146	643,989	96,058	32,690	1,859	
				−14		+131	
898	Ohio Con. Ry	1,330,777				63,037	
		−13,114				+14,330	
899	Pittsb., Wheel. & Ky. R. R.	896,968				185,297	
		+6,641				+51,783	
901	Pittsb. & Castle Shan. R. R.	365,038	33,277			13,558	
		+12,540	+2,807			+4,703	
902	Pitts b. & L. Erie R. R.	3,514,898	2,718,707	12,000	189,850	893,816	201,289
		−42,500		+12,000	+50,000	+214,604	+3,766
903	Pittsb., McKeespt. & Youghy. R. R.	7,326,603	383,047				
905	Pittsb. & Moon Run R. R.	166,096	11,900				
907	Pittsb., Chartiers & Youghy. Ry.	1,181,191	216,660			68,861	5,431
		+245,650	−27,300			+26,460	+2,947
908	Pittsb., Marion & Chic. Ry.	1,444,646	31,679			3,022	
		+324	+7,348			+9	
909	Pittsb., Shen. & L. Erie R. R.	8,349,227	987,383	194,500	25,000	304,015	16,854
		+2,673,938	+565,689	+194,500	+25,000	+196,465	+7,280
910	Meadv., Conneaut L. & Linesv. R. R.	400,000					
917	Salem R. R.	110,925	7,322				
919	T. Haute & Indpls. R. R.	2,287,692	1,224,868	3,000	787,500	1,279,582	272,291
					+100,000	+585,221	+74,843
922	Tionesta Vy. R. R. [2]						
923	Cherry Grove R. R. [3]						
924	Sheff. & Spring Ck. R. R.	38,951					
925	Tol. & Ohio Cent. Ry.	10,971,297	2,210,340		2,968,000	495,069	101,412
		+2,936,937	+535,537		+51,000	+187,399	+13,504
928	Tol., Ann Arb. & N. Mich. Ry.	12,474,898	1,998,803			670,515	71,632
		+393,908	+1,127,215			+471,001	+21,343
906	Tol., Cols. & Cin. Ry. [4]						
929	Tol., St. L. & Kans. Cy. R. R.	24,255,000	1,800,000	1,000,000		323,322	21,811
				+1,000,000		−45,906	−24,405
930	Wabash R. R.	133,433,500	(1)	133,556	43,166	2,569,567	865,941
		+3,500,000		+5,500	+15,052	−42,993	+267,057
933	Eel Riv. R. R.	2,684,385	323,900		7,400	6,790	
						+5,253	
935	Peru & Det. Ry.	120,877					

[1] Included in "cost of road."
[2] Insufficient data for this Table.
[3] No data for this Table.
[4] Report for four months ending October 31, 1892. Purchased by and merged in Tol. & Ohio Cent. Ry. November 1, 1892.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 1+2+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
64,837	2,401,701	21,800,596	4,986,081	15,008,100	1,746,437	59,978	.....	887
—210	+1,597,210	+1,998,912	.....	+1,953,117	+100,760	—54,965	.....	
.....	1,174,736	4,857,980	1,709,313	1,800,000	1,338,167	10,500	.....	888
.....	—3,752	—3,752	.....	.....	—3,752	.....	.....	
.....	.....	770,405	1,000	750,000	18,875	.....	530	889
.....	.....	—17,166	.....	.....	—16	.....	—17,150	
.....	.....	652,132	205,000	440,000	3,750	.....	3,382	890
.....	.....	+1,394	.....	.....	.....	.....	+1,394	
[1] 1,213,275	.....	98,793,358	47,988,891	44,648,480	3,955,994	536,116	495,655	891
+344,134	.....	+3,185,004	+22,200	+2,236,110	+597,561	+15,159	+205,054	
1,083	.....	1,853,491	645,300	500,000	5,966	.....	202,225	892
—4,176	.....	—54	.....	.....	+348	.....	—402	
.....	.....	21,605	21,600	.....	.....	.....	.....	893
.....	4,037	103,288	99,200	.....	4,088	.....	.....	894
.....	+442	+442	+700	.....	—258	.....	.....	
2,723	.....	7,077,269	4,943,100	1,500,000	22,104	.....	509,342	895
.....	.....	+16,404	.....	.....	—5,328	.....	+21,732	
.....	.....	2,267,742	1,786,200	302,000	.....	.....	179,542	896
.....	.....	+117	.....	.....	.....	.....	+117	
.....	.....	1,393,814	660,000	.....	704,075	.....	29,739	898
.....	.....	+1,216	.....	.....	—578	.....	+1,794	
[2] 60,864	.....	1,143,129	500,950	408,000	6,284	2,383	225,562	899
+7,359	.....	+65,783	+121	.....	.....	.....	+65,662	
3,245	275,611	773,798	481,400	230,587	56,811	5,000	.....	901
—371	—8,558	+5,259	.....	—1,187	+6,446	.....	.....	
.....	.....	10,530,570	4,000,000	4,136,242	790,659	25,000	1,578,669	902
.....	.....	+237,870	.....	—21,580	+108,676	.....	+150,774	
.....	.....	7,709,650	[3] 3,959,650	3,750,000	.....	.....	.....	903
.....	35,423	213,419	100,000	100,000	13,419	.....	.....	905
.....	.....	1,472,143	700,000	700,000	31,492	11,800	28,851	907
.....	—199,755	+48,062	.....	.....	+19,151	.....	+28,851	
.....	.....	1,479,347	500,000	896,000	28,965	.....	54,392	908
.....	.....	+7,681	.....	.....	+1,449	.....	+6,232	
.....	10,629	9,887,608	4,800,000	[3] 4,255,451	794,657	37,500	.....	909
.....	—65,999	+3,596,853	+1,800,000	+1,243,076	+553,140	+637	.....	
.....	.....	400,000	200,000	200,000	.....	.....	.....	910
363	6,390	125,000	.....	125,000	.....	.....	.....	917
657,390	.....	6,512,323	1,988,150	2,500,000	1,107,174	.....	916,999	919
+105,786	.....	+865,850	.....	+300,000	+488,706	—28,000	+105,144	
.....	.....	.....	.....	.....	.....	.....	.....	922
.....	.....	.....	.....	.....	.....	.....	.....	923
.....	.....	38,951	10,000	.....	28,951	.....	.....	924
.....	.....	.....	+1,000	.....	—1,000	.....	.....	
16,624	.....	16,826,414	10,208,000	5,073,153	737,508	17,722	790,031	925
+11,986	.....	+3,800,035	+1,651,000	+1,695,415	+390,106	+16,946	+57,195	
1,250,000	139,267	16,604,514	6,500,000	8,452,277	1,652,238	.....	.....	928
+1,250,000	+139,267	+3,402,734	+300,000	+2,006,013	+1,181,927	.....	—85,206	
.....	.....	.....	.....	.....	.....	.....	.....	906
.....	318,411	28,853,325	17,055,000	10,000,000	747,105	45,000	.....	929
.....	+267,177	+1,469,629	.....	+1,000,000	+335,474	.....	.....	
.....	.....	137,045,730	52,000,000	81,500,000	2,690,256	601,173	254,301	930
.....	.....	+3,323,616	.....	+3,500,000	+259,258	+388	+107,601	
.....	.....	3,022,475	3,000,000	.....	.....	.....	22,475	933
.....	.....	+5,253	.....	.....	.....	.....	+5,253	
.....	.....	142,466	1,900	90,000	.....	.....	.....	935

[1] Includes $554,885, "sinking fund."
[2] "Sinking fund."
[3] Includes $69,705, deferred payment of interest on "equipment trust obligations."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (–)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
938	Wheel. & L. Erie Ry.	15,942,004	[1]		945,000	1,276,172	63,418
		+225,265			+50,000	+540,178	+26,241
939	Tol. Belt Ry. [2]						
940	Zanesv. & Ohio Riv. Ry.	4,071,328	[1]			20,103	4,577
		+5,349				—4,147	—2,218
942	Aberdeen & W. End R. R. [2]						
945	Atl. & Danv. Ry. [2]						
946	Atl. & N. C. R. R. [2]						
947	Atl. Coast Line Assn.	18,802,719	2,694,489	50,000	91,118	1,160,487	10,902
			+50,358	—103,396	—32,583	—52,865	—930
954	N. En. R. R. of S. C. : [4]						
955	Cent. R. R. of S. C.	470,000				901	
						—83	
959	Wilm. & Weldon R. R. : [4]						
960	Wilm., Col. & Aug. R. R.	2,196,902	389,500	8,000	102,648		
					—15,848		
964	Col., Newb. & Laurens R. R.	1,182,103				10,889	
176	Balt. & Ohio R. R. : [5]						
967	Winch. & Straeb. R. R.	600,000					
968	Big Stone Gap & Powell's Vy. Ry.	46,131	17,278			3,460	
971	Cape Fear & Yad. Vy. Ry.	6,891,686	479,657			131,654	16,265
		+12,175	+2,358			—8,921	+3,971
972	S. C. Pac. Ry.	204,600					
973	Car., Knoxv. & Wn. Ry. [2]						
974	Car. Midl. Ry. [2]						
975	Carthage R. R.	41,400	6,800				
979	Charleston & Sav. Ry.	3,938,494	[1]			268,989	
						+31,655	
980	Ashley Riv. R. R.	93,700				2,967	
		+54,180				+188	
981	Charleston, Cin. & Chic. R. R. [3]						
983	Charleston, Sumter & Nn. R. R.	3,565,430	421,590			30,793	7,110
		+116,212	+60,645			—24,905	—71
984	Ches. & Ohio Ry.	112,127,834	10,055,720	304,237	796,329	2,088,954	318,532
		+11,284,968	+769,303	+43,000	+652,930	+168,245	—20,265
985	Danv. & Wn. Ry. [2]						
986	Danv., Mocksv. & S. Wn. R. R.	102,944				24	
						+24	
990	Farmv. & Powhatan R. R.	1,807,314	55,638			12,293	5,992
		+735	+331			+251	—553
991	Georget. & Wn. R. R.	612,054	[1]			4,739	50
						+127	
993	Green Pond, Walterb. & Branchv. Ry.	88,408	6,651			14,012	
						+6,905	
1001	Norf. & Car. R. R.	2,441,074	476,564			59,827	
						+25,582	
1002	Norf. & Ocean V. R. R. [2]						
1003	Norf. & Sn. R. R.	2,618,252	[1]			94,288	11,148
		+71,420				—84,534	+932
1007	Ohio Riv. R. R.	9,892,538	802,848	168,400		209,686	38,572
		+51,564	+34,627	+146,400		—173,494	+20,679
1011	Palmetto R. R.	286,848	12,814			5,579	
						—1,319	

[1] Included in "cost of road."
[2] No data for this Table.
[3] Insufficient data for this Table.
[4] Report not filed; inserted to show relation of road following.
[5] Inserted to show relation of road following.

E YEAR ENDING JUNE 30, 1893—Continued.

ompared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
inking nd and ndries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	18,402,478	10,500,000	6,632,000	1,037,879	69,417	161,536	938
.....	.....	+870,727	.....	+626,000	+199,360	+542	+43,179	
.....	.....	.....	.....	.....	.....	.....	.....	939
.....	463,962	4,677,142	2,000,000	2,113,034	514,108	50,000	.....	940
.....	+108,086	+225,242	.....	+113,034	+112,208	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	942
.....	.....	.....	.....	.....	.....	.....	.....	945
.....	.....	.....	.....	.....	.....	.....	.....	946
.....	.....	22,809,775	7,995,450	12,371,525	1,739,888	.....	702,912	947
.....	.....	—139,416	—419,250	+17,405	+262,995	.....	—566	
.....	.....	.....	.....	.....	.....	.....	.....	954
.....	.....	470,901	170,000	300,000	25	.....	876	955
.....	.....	—83	.....	.....	.....	.....	—83	
.....	.....	.....	.....	.....	.....	.....	.....	959
.....	.....	2,690,299	960,000	1,600,000	.....	.....	130,299	960
.....	.....	—13,346	.....	.....	.....	.....	—13,346	
.....	101,373	1,295,505	500,000	727,000	68,505	.....	.....	964
								176
.....	.....	600,000	660,000	.....	.....	.....	.....	967
.....	.....	69,883	60,000	.....	8,103	.....	1,780	968
.....	.....	7,429,262	1,972,900	4,922,700	464,053	.....	69,609	971
.....	.....	+9,583	+12,500	.....	+348,085	.....	—351,002	
.....	.....	204,600	100,000	104,600	.....	.....	.....	972
.....	.....	.....	.....	.....	.....	.....	.....	973
.....	.....	.....	.....	.....	.....	.....	.....	974
.....	.....	48,200	16,050	.....	31,601	.....	549	975
.....	.....	4,207,463	500,000	3,477,000	146,433	.....	84,030	979
.....	.....	+31,655	.....	+10,000	+25,275	.....	—3,620	
.....	.....	96,667	60,200	33,500	.....	.....	2,967	980
.....	.....	+188	.....	.....	—2,090	.....	+2,278	
.....	.....	.....	.....	.....	.....	.....	.....	981
.....	340,192	4,365,115	1,328,000	2,285,022	752,093	.....	.....	983
.....	+158,859	+310,740	.....	—44,206	+354,946	.....	.....	
.....	.....	126,249,487	60,805,400	60,717,588	3,493,897	612,465	620,137	984
.....	.....	+7,630,576	—1,589,100	+9,254,000	—767,425	+366,089	+427,012	
.....	.....	.....	.....	.....	.....	.....	.....	985
.....	96,295	199,263	50,300	.....	148,963	.....	.....	988
.....	+9,060	+9,084	.....	.....	+9,084	.....	.....	
.....	716	1,881,953	960,850	[1] 820,854	97,049	3,200	.....	990
.....	—13,636	—12,872	—36,250	—2,169	+25,903	.....	.....	
.....	12,736	629,579	400,000	200,000	29,579	.....	.....	991
.....	—6,348	—6,221	.....	.....	—6,221	.....	.....	
.....	.....	109,221	60,000	15,000	9,104	.....	25,117	993
.....	.....	+6,905	.....	.....	+6,509	.....	+396	
.....	.....	2,977,465	1,500,000	1,320,000	146,110	.....	11,355	1001
.....	.....	+25,582	.....	.....	+22,833	.....	+2,749	
.....	.....	.....	.....	.....	.....	.....	.....	1002
32,287	.....	2,772,975	2,000,000	625,000	30,260	.....	92,178	1003
+32,287	.....	+37,105	.....	.....	+4,932	.....	+32,173	
.....	.....	11,112,044	5,945,400	4,640,596	355,695	.....	200,353	1007
.....	.....	+79,776	.....	—26,111	+31,310	.....	+74,577	
100,000	98,306	503,547	300,000	.....	203,547	.....	.....	1011
.....	+14,056	+12,737	.....	.....	+12,737	.....	.....	

[1] Includes deferred payments of interest on "equipment trust obligations."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—

No.	Abbreviated name of road.	ASSETS. Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
481	Pennsylvania R. R.: [1]						
550	Phila., Wilm. & Balt. R. R.: [2]						
1013	Wash.Sn.Ry.(ofVa.)	2,048,182				48,335	
		+41,000				+28,803	
1015	Port Roy. & Aug. Ry. [3]					24,184	5,067
1016	Pot., Fredsb. & Piedmont R. R.	956,426	31,468			3,541	761
			+652			+1,626	—144
1017	Powellton & Pocahontas Ry. [4]						
1019	Rich. & Danv. R. R.	13,973,905	([5])	5,522,726	2,361,444	10,931,242	605,561
		+106,162		+14,900		+293,084	+134,177
1020	Ashev. & Spartanb. R. R.	1,849,802					
		+6,877					
1021	Charl., Col. & Aug. R. R.	5,540,595			124,946		
		+3,464					
1022	Atl., Tenn. & Ohio R. R.	559,218	58,391		6,690	984	
					—60	+502	
1023	Cheraw & Chester N. G. R. R.	373,500					
1024	Chester & Lenoir N. G. R. R.	610,500					
1025	Col. & Greenv. R. R.	5,246,399					
		+10,654					
1026	Laurens Ry. [6]						
1027	Spartanb., Un. & Col. R. R. [6]						
1028	High Pt., Ran., Ashb. & Sn. R. R.	652,326					
		+326					
1029	Milton & Sutherlin R. R.	95,950					
1030	N. C. R. R.	4,975,262			25,000	139,376	
		+15,198				+394	
1031	N. C. Midl. R. R.	1,041,079					
		+1,076					
1032	N. Wn. N. C. R. R.	2,952,882					
		+7,019					
1033	Oxf. & Clarksv. R. R.	1,750,147					
		+120					
1034	Clarksv. & N. C. R. R. [7]	241,000					
1035	Oxf. & Hend. R. R.	528,677					
		+243					
1036	Piedmont R. R.	2,500,000					
1037	Rich. & Mecklenb. R. R.	751,137				111	
		+880					
1038	Rich., York Riv. & Ches. R. R.	1,397,500					
1039	State Univ. R. R. [6]						
1040	Statesv. & Wn. R. R.	800,498					
		+405					
1041	Va. Midl. Ry.	18,518,219	([5])			7,634	
		+57,587					
1043	Frank. & Pittsylv. R. R.	300,000					
1044	Wash., Ohio & Wn. R. R.	3,453,825					
		+5,439					
1045	Wn. N. C. R. R.	16,741,966				2,890	
		+17,649					
1046	Yadkin R. R.	1,240,409					
		+223					

[1] Inserted to show relation of two roads following.
[2] Inserted to show relation of road following.
[3] Report of Receiver for period April 26 to June 30, 1893.
[4] Insufficient data for this Table.
[5] Included in "cost of road."
[6] No data for this Table.
[7] Report for eight months ending June 30, 1893.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	481 550
.....	18,359	2,114,876	1,000,000	1,000,000	114,876	.....	.....	1013
.....	+11,622	+81,498	.....	.....	+81,498	.....	.....	
.....	1,400	30,651	.....	.....	30,651	.....	.....	1015
.....	.....	992,396	460,000	317,333	61,734	1,095	152,234	1016
.....	.....	+2,134	.....	−982	+3,253	.....	−137	
.....	.....	.....	.....	.....	.....	.....	.....	1017
[1] 1,520,148	.....	36,417,892	5,000,000	17,139,800	10,350,723	201,043	3,406,449	1019
+119,522	.....	+447,927	.....	−112,005	+1,243,167	−331,889	−671,223	
.....	282,020	2,131,822	1,050,000	715,000	366,822	.....	.....	1020
.....	+29,315	+36,192	.....	.....	+36,192	.....	.....	
.....	.....	5,800,574	2,578,000	3,000,000	183,107	.....	26,749	1021
.....	.....	+3,464	.....	.....	−3,132	.....	+6,596	
.....	.....	625,283	400,000	150,000	681	.....	74,602	1022
.....	.....	+442	.....	.....	+384	.....	+58	
.....	.....	373,500	273,500	100,000	.....	.....	.....	1023
.....	.....	610,500	348,000	262,500	.....	.....	.....	1024
1,777	266,829	5,646,720	2,000,000	3,000,000	646,720	.....	.....	1025
.....	+6,097	+16,751	.....	.....	+16,751	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1026
.....	.....	.....	.....	.....	.....	.....	.....	1027
.....	86,030	738,356	250,000	402,000	86,356	.....	.....	1028
.....	+21,040	+21,366	.....	.....	+21,366	.....	.....	
.....	.....	95,950	69,950	26,000	.....	.....	.....	1029
.....	.....	5,139,638	4,000,000	.....	279,536	.....	860,102	1030
.....	.....	+15,592	.....	.....	+5,297	.....	+10,295	
.....	55,871	1,096,950	650,000	390,000	56,950	.....	.....	1031
.....	+28,467	+29,543	.....	.....	+29,543	.....	.....	
.....	500,680	3,453,562	1,440,600	1,500,000	512,962	.....	.....	1032
.....	+49,775	+56,794	.....	.....	+56,794	.....	.....	
.....	202,186	1,952,333	1,000,000	750,000	202,333	.....	.....	1033
.....	+43,894	+44,014	.....	.....	+44,014	.....	.....	
.....	33,328	274,328	130,000	111,000	33,328	.....	.....	1034
.....	+5,837	+5,837	.....	.....	+5,837	.....	.....	
.....	48,215	576,892	325,000	195,000	56,892	.....	.....	1035
.....	+16,332	+16,575	.....	.....	+16,575	.....	.....	
.....	.....	2,500,000	1,500,000	1,000,000	.....	.....	.....	1036
210	159,916	911,374	357,900	475,000	78,474	.....	.....	1037
+210	−2,105	−1,015	.....	.....	−1,015	.....	.....	
.....	.....	1,397,500	497,500	900,000	.....	.....	.....	1038
.....	.....	.....	.....	.....	.....	.....	.....	1039
.....	96,886	897,384	500,000	300,000	97,384	.....	.....	1040
.....	+23,147	+23,552	.....	.....	+23,552	.....	.....	
45,853	273,028	18,943,921	6,006,144	12,500,000	409,485	.....	.....	1041
+14,619	−160,229	−88,023	.....	.....	−88,023	.....	.....	
.....	.....	300,000	200,000	100,000	.....	.....	.....	1043
.....	75,952	3,529,777	1,500,000	1,875,000	154,777	.....	.....	1044
.....	−20,554	−15,115	.....	.....	−15,115	.....	.....	
[2] 24,917	925,710	17,695,483	8,000,000	7,966,000	1,729,483	.....	.....	1045
+21,826	−24,158	+15,317	.....	.....	+15,317	.....	.....	
.....	91,579	1,331,988	625,000	615,000	91,988	.....	.....	1046
.....	+38,819	+39,042	.....	.....	+39,042	.....	.....	

[1] Includes $226,303, "sinking fund."
[2] "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1047	Rich., Fredsb. & Pot. R. R.	3,514,113	(1)	129,360	23,675	304,984	27,526
		+13,280		+129,360	+23,675	—89,219	—13,952
1048	Potomac R. R.	123,732					
1049	Rich., Fredsb. & Pot. & Rich. & Petersb. R. R. Con. Co.	140,740				4,034	
						—14,441	
1054	Seaboard & Roanoke R. R.	2,589,864	291,652	704,897	1,006,583	955,403	38,834
		+38,828	+15	+206,000	+25,050	+333,820	+362
1055	Roanoke & Tar Riv. R. R.	266,119				2,556	
						+650	
1056	Car. Cent. R. R.	5,600,207	340,123			9,776	17,275
		+13,000				—89,214	—2,213
1057	Wilm. Ry. Brg. Co.	491,383					
1059	Ral. & Gaston R. R.	1,571,846	96,438	451,791	687,975	1,162,736	25,980
		+6,521		—206,000	+25,000	+104,978	—20,294
1061	Durham & Nn. Ry.	415,121	26,313			15,914	
			+648			+2,425	
1062	Ga., Car. & Nn. Ry. (lessee).					44,142	11,048
						—13,333	+10,252
	Ga., Car. & Nn. Ry. (lessor).	6,360,153	134,780	10,000		326	
		+143,872	+65			—35,376	
1063	Seaboard Air Line Belt R. R. [2]	547,480				520	
1064	Ral. & Aug. Air Line R. R.	1,908,487	47,199			86,046	
		+5,797				+16,688	
1066	S. Atl. & Ohio R. R.	2,992,110	145,534			46,866	8,860
		+1,859				—36,349	
1067	S. Bound R. R. [3]						
1068	S. C. Ry. [3]						
1069	Car., Cumb. Gap & Chic. R. R. [3]						
1070	Suffolk & Car. Ry.	442,201	61,586		1,875	31,723	826
		+2,212	+48			+9,756	—378
1071	Suffolk Lum. Co.'s R. R. [4]						
1076	Vy. R. R. (of Va.)	3,348,814	20,554	25,000		51,587	5,453
		+193		—12,300		+9,248	+3,388
1079	W. Va. & Pittsb. R. R.	595,895	252,359		2,336	104,978	11,353
		+42,963	+178,444			—334,431	+5,613
1080	W. Va. Cent. & Pittsb. Ry.	2,528,605	1,152,614			240,455	83,470
		+100,051	+132,905			+55,135	—46,911
1081	Piedmont & Cumb. Ry. [3]						
1082	Wheel. Brg. & Term. Ry. [3]						
1084	Wilm., Onslow & E. Car. R. R.	1,684,067	53,610			8,855	2,017
		+585				+7,358	+163
1086	Winifrede R. R.	155,111	60,000			15,277	
		+8,437				+6,200	
1088	Abbeville & Waycross R. R. [5]						
1089	Ala. & Vicksb. Ry.	2,829,789	169,596			75,279	24,047
		+16,509				+4,417	—6,093
1090	Ala. Gt. Sn. R. R.	15,182,504	(1)	85,000	1,195,609	277,822	77,282
		+9,347			+76,828	—67,858	—11,560
1091	Ala. Midl. Ry.	7,525,000				159,952	21,956
						+94,920	—2,575
1098	Atlanta & W. Pt. R. R.	2,464,400				204,574	5,306
						—48,282	—2,751
1102	Birm. & Atl. R. R.	1,425,144	(1)		100	31,596	5,195
		+1,472				—9,515	+485

[1] Included in "cost of road."
[2] Report for period, July 28, 1892 to June 30, 1893.
[3] Insufficient data for this Table.
[4] Insufficient data for this Table. Private lumber road.
[5] No data for this Table.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	No.
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
11,986	.....	4,133,356	2,738,650	1,120,892	166,501	8,625	98,688	1047
+11,986	.....	+75,130	.....	.....	+28,030	.....	+47,100	
98,980	.....	222,712	101,000	121,712	.....	.....	.....	1048
76,460	.....	239,972	200,000	.....	68	.....	39,904	1049
+14,460	.....	+19	.....	.....	+64	.....	−45	
.....	.....	6,052,760	1,302,900	3,090,604	25,320	.....	1,633,936	1054
.....	.....	+740,673	.....	+802,500	−29,874	.....	−31,953	
.....	.....	268,675	5,150	260,000	.....	.....	3,525	1055
.....	.....	+650	.....	.....	.....	.....	+650	
.....	176,233	6,178,432	1,200,000	4,700,000	278,432	.....	.....	1056
.....	+38,151	−40,276	.....	.....	−40,276	.....	.....	
.....	206,035	787,418	40,000	210,000	.....	.....	.....	1057
.....	+14,510	+14,510	.....	−22,000	.....	.....	.....	
.....	.....	4,113,481	1,500,000	1,000,000	25,877	.....	1,587,604	1059
−29,228	.....	−61,834	.....	.....	−30,176	.....	−31,658	
.....	.....	457,348	290,100	150,000	5,224	.....	12,024	1061
.....	.....	+3,273	.....	.....	−1,702	.....	+4,775	
.....	.....	55,190	.....	.....	55,190	.....	.....	
.....	.....	−3,081	.....	.....	−3,081	.....	.....	1062
.....	199,913	6,705,172	535,300	5,360,000	809,872	.....	.....	
.....	+199,913	+308,474	+7,973	.....	+344,693	.....	−44,192	
.....	.....	548,000	50,000	.....	498,000	.....	.....	1063
.....	189,826	2,206,542	873,600	1,000,000	392,942	.....	.....	1064
.....	−3,599	+18,886	.....	.....	+18,886	.....	.....	
36,416	434,747	3,664,533	1,110,000	1,960,280	594,273	.....	.....	1066
+36,416	+91,784	+93,710	.....	−8,000	+538,710	−437,000	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1067
.....	.....	.....	.....	.....	.....	.....	.....	1068
.....	.....	.....	.....	.....	.....	.....	.....	1069
.....	.....	615,884	400,000	140,000	15,017	.....	60,867	1070
.....	.....	+20,327	.....	.....	+1,152	.....	+19,175	
.....	.....	.....	.....	.....	.....	.....	.....	1071
.....	150,865	3,602,273	2,712,200	750,000	108,898	.....	.....	1076
.....	+43,681	+44,210	.....	.....	+44,210	.....	.....	
.....	.....	8,042,740	3,400,000	4,127,820	341,482	51,627	47,590	1079
.....	.....	+247,924	.....	+127,820	+271,742	+13,689	−3,138	
.....	.....	10,054,396	[1] 6,000,000	3,000,000	381,397	.....	672,999	1080
.....	.....	+223,395	.....	+100,000	+40,562	.....	+82,833	
.....	.....	.....	.....	.....	.....	.....	.....	1081
.....	.....	.....	.....	.....	.....	.....	.....	1082
649	.....	1,749,198	1,000,000	718,000	27,948	.....	3,250	1084
+420	−4,223	+4,304	.....	.....	+1,054	.....	+3,250	
.....	.....	230,388	150,000	.....	16,500	.....	63,888	1086
.....	.....	+14,637	.....	.....	+10,368	.....	+4,269	
.....	.....	.....	.....	.....	.....	.....	.....	1088
35,083	.....	3,109,488	700,000	2,288,357	106,314	0,970	38,938	1089
+28,550	.....	+43,473	.....	+61,535	+4,127	+477	−21,000	
258,833	.....	17,077,050	11,210,350	5,027,390	358,850	24,292	45,378	1090
−75,718	.....	−68,961	.....	−143,354	+112,626	.....	−99,949	
.....	757,304	8,464,214	4,225,000	3,300,000	939,214	.....	.....	1091
.....	+299,745	+392,090	.....	.....	+392,090	.....	.....	
.....	.....	2,674,280	1,232,200	1,232,200	111,085	.....	98,795	1098
.....	.....	−51,033	.....	.....	−34,343	.....	−16,690	
.....	45,231	1,507,266	1,000,000	400,000	107,266	.....	.....	1102
.....	+22,728	+15,170	.....	.....	+15,170	.....	.....	

[1] Includes $5,911,000. apportioned "to other properties."

TABLE VI.—GENERAL BALANCE SHEET

[Showing Increase (+) or Decrease

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Mate a supp
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Doll*
1104	Birm., Selma & N. O. Ry.	200,000					
						—3,741	
1105	Birm., Sheff. & Tenn. Riv. Ry. [1]						
1111	Bruns. & Wn. R. R	11,000,000	[2]			81,602	1
						+17,517	—
1115	Cent. R. R. & Bkg. Co. of Ga. [3]						
1117	Eatonton Brh. R. R. [1]						
1118	Mobile & Girard R. R. [3]						
1122	S. Wn. R. R. of Ga	5,191,100	[2]				
1125	Chatt. Sn. Ry. [1]						
1127	Ches. & Nashv. Ry	310,000	[2]			6,014	
		—1,649,330				—14,152	
984	Ches. & Ohio Ry.: [4]						
1128	Ky. & S. Atl. R. R.	255,033				94	
						—4,666	—
1131	Cin. & Ky. Sn. R. R. [4]						
1132	Cin., N.O. & Tex. Pac. Ry	535,479	2,491,834			587,241	30
						+27,693	—8
1133	Cin. Sn. Ry	18,488,757				882,003	
		+8,898				+813,108	—4
1135	Cols. Sn. Ry	2,392,500				5,558	
						—108	
1138	Dover & Statesboro R. R. [3]						
1140	E. & W. R. R. of Ala.	717,587	139,040			10,731	
		+9,104	+82			—3,431	
1141	E. Tenn. & Wn. N. C. R. R.	766,693	74,264			5,584	
		+130				—179	
1142	E. Tenn., Va. & Ga. Ry. [6]	84,577,397	[2]	[7] 2,909,492	[8] 9,912,170	1,958,867	30
		+309,796				+636,841	—6
1144	Knoxv. & Ohio R. R.	2,830,857	342,352		18,400	141,645	
			+52,645			—76,906	
1146	Memph. & Charleston R. R.	9,206,848	1,736,388	3,000	11,303	239,203	4
		+76,492		—500		—11,342	—2
1147	En. Ky. Ry	2,414,312			10,220	9,747	2
		—1,232				+600	—
1150	Fla. Cent. & Penin. R. R.	29,592,986	499,158			1,357,288	5
		—205,882	+138,032			+997,456	+1
1151	E. Fla. & Atl. R. R. [3]						
1154	Gadsden & Attalla Un. Ry. [9]						
1156	Georgia R. R				3,333	112,358	11
						—7,859	—1
1157	Ga. R. R. & Bkg. Co.	4,310,700	1,119,300	755,900	1,606,542	190,049	
					+198,200	+26,409	
1158	Gainesv., Jeff. & Sn. R. R.	615,070	54,699			1,686	
						+322	
1159	Un. Pt. & White Plains R. R.	66,187	5,800			7,439	
						—6,453	
1161	Ga., Midl. & Gulf R. R.	2,658,275	204,854			18,500	3
		—2,900				+11,511	+1
1162	Ga. Sn. & Fla. R. R.	2,618,057	801,943			104,734	51
						+49,843	+19

[1] Insufficient data for this Table.
[2] Included in "cost of road."
[3] No data for this Table.
[4] Inserted to show relation of road following.
[5] Report of Receiver for period, February 12 to June 30, 1893. No data for this Table.
[6] Report of Receivers for period, June 25, 1892 to June 30, 1893.
[7] Includes $2,030,000, bond of *this* company owned.
[8] Includes $821, stocks of this company owned.
[9] Insufficient data for this Table. Report for period, January 1 to June 30, 1893.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	10,292	210,292	200,000	.....	10,292	.....	.....	1104
.....	+7,510	+3,769	.....	.....	+3,769	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1105
.....	323,787	11,421,135	5,000,000	6,000,000	421,135	.....	.....	1111
.....	+20,616	+34,742	.....	.....	+34,742	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1115
.....	.....	.....	.....	.....	.....	.....	.....	1117
.....	.....	.....	.....	.....	.....	.....	.....	1118
.....	.....	5,191,100	5,191,100	.....	.....	.....	.....	1122
.....	.....	.....	.....	.....	.....	.....	.....	1125
.....	57,209	373,223	.....	.....	[1] 312,446	.....	60,777	1127
.....	+57,209	—1,606,273	—1,050,000	—875,000	+310,280	.....	+8,447	
.....	.....	.....	.....	.....	.....	.....	.....	984
.....	16,935	272,062	150,000	110,000	10,229	1,833	.....	1128
.....	+7,801	—175	.....	.....	+512	—687	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1131
223,356	262,519	4,341,982	3,000,000	215,096	875,467	30,593	.....	1132
—78,999	+152,570	+24,981	.....	—95,122	+94,152	—10,876	.....	
1,630,729	.....	21,001,489	.....	[2] 18,300,000	2,701,489	.....	.....	1133
—839,041	.....	—127,622	.....	.....	—127,622	.....	.....	
.....	118,830	2,516,888	1,305,000	1,087,500	124,388	.....	.....	1135
.....	+48,540	+48,432	.....	.....	+48,432	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1138
.....	64,482	931,840	.....	.....	879,851	51,989	.....	1140
.....	+48,296	+54,051	.....	.....	+54,051	.....	.....	
.....	67,707	915,576	501,900	250,000	163,646	30	.....	1141
.....	+11,109	+11,060	.....	.....	+11,510	—450	.....	
23,517	1,245,503	100,957,793	57,000,000	39,000,000	4,605,666	352,125	.....	1142
—26,485	+711,184	+1,562,011	.....	.....	+1,584,169	.....	.....	
.....	.....	3,334,185	1,122,200	2,000,000	.....	.....	211,985	1144
.....	.....	—24,261	.....	.....	—60,000	.....	+35,739	
28,891	256,795	11,559,322	5,312,725	5,618,605	627,992	.....	.....	1146
+26,408	+118,874	+182,129	.....	—10,582	+192,711	.....	.....	
.....	253,826	3,542,066	3,477,300	.....	61,149	.....	.....	1147
.....	—1,069	—4,146	.....	.....	—4,146	.....	.....	
1,250,622	.....	32,752,044	24,500,000	7,061,155	484,715	.....	677,291	1150
+1,043,329	.....	+1,989,544	—1,582,000	+3,452,548	+172,249	.....	+195,113	
.....	.....	.....	.....	.....	.....	.....	.....	1151
.....	.....	.....	.....	.....	.....	.....	.....	1154
.....	705,703	1,444,850	.....	[3] 68,768	1,240,347	.....	.....	1156
.....	+115,229	+99,980	.....	—23,891	+134,097	.....	.....	
.....	.....	7,982,491	4,200,000	2,500,000	119,692	.....	1,162,799	1157
.....	.....	+188,738	.....	.....	+3,280	.....	+183,458	
.....	247,558	919,815	260,337	360,000	298,676	.....	.....	1158
.....	+26,727	+27,414	.....	.....	+27,049	.....	.....	
.....	17,438	116,914	32,500	84,000	364	.....	.....	1159
.....	+6,454	+6	.....	.....	+1	.....	.....	
34,277	850,707	3,770,500	1,245,000	2,425,277	100,223	.....	.....	1161
+34,277	+671,355	+715,782	.....	+782,688	—60,636	—6,270	.....	
.....	340,836	3,917,097	.....	3,420,000	497,097	.....	.....	1162
.....	+114,372	+183,514	.....	.....	+183,514	.....	.....	

[1] Includes $310,000, purchase money under foreclosure sale.
[2] Excludes bonds $310,000, refunded by city of Cincinnati.
[3] Includes deferred payments of interest on "equipment trust obligations."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (–)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1167	Gulf & Chic. R. R.	236,000	14,000			585	
						+585	
1171	Hartwell R. R.[1]	42,606				144	
						+144	
1173	Ill. Cent. R. R	44,486,471	[2]	34,212,877	7,572,340	5,673,836	1,164,163
		+3,974,410		+28,364,277	+2,317	—975,070	—63,568
1174	Cant., Aberd. & Nashv. R. R.	2,366,308	169,153				
		+247					
1175	Chic., St. L. & N. O. R. R.	32,038,643	[2]				
		+87,625					
1176	Yazoo & Miss. Vy. R. R.	46,752,308	[2]	661,000		960,181	148,417
		+661,017		—39,000		—442,393	—101,962
1177	Indn. Spgs. & Flovilla R. R.[3]						
1181	Jacksonv., Tampa & Key W. Ry.	5,226,000	326,090	2,773,000	900,500	2,758,739	40,628
			+12,972		+500	+105,777	—5,303
1182	Fla. Sn. R. R	4,531,228	2,400			79,725	18,860
1586	Kans. Cy., Ft. Scott & Memph. R. R.: [4]						
1186	Kans. Cy., Memph. & Birm. R. R.	12,673,877	1,347,051	50,000		1,172,676	56,675
		—6,131	—1,088			+131,609	—8,869
1192	Ky. Un. Ry.[5]						
1194	Knoxv., Cumb. Gap & Louisv. R. R	5,326,025	[2]	150,000	5,700	43,236	3,147
		+3,021				+2,220	+1,028
1197	Louisv. & Nashv. R. R.	104,828,162	[2]	3,478,622	1,252,007	7,232,632	1,478,299
		+1,834,756		—83,309	+25,383	+718,514	+81,889
1198	Ala. Minl. R. R.[5]						
1199	Birm. Minl. R. R.	5,614,400	693,138				
1200	Elkton & Guthrie R. R.	72,967					
1201	Glasgow R. R.[5]						
1202	Louisv. Ry. Tr. Co.	380,449					
		+15,371					
1203	Mammoth Cave R. R.[3]						
1204	Mobile & Montg. Ry.	3,944,266					
		+28,952					
1205	Nashv. & Dec. R. R.	3,907,171	190,844	5,500	25,770	19,371	
						+658	
1206	Nashv., Flor. & Sheff. Ry.	2,588,584	223,400				
		+7,064					
1207	Nn. Div. Cumb. & Ohio R. R.	794,752					
1208	Owensboro & Nashv. Ry.	2,101,129	[2]				
		—3,349				—57,337	
1209	Shelby R. R.	650,000					
1210	S. & N. Ala. R. R.	11,579,213		297,774		76,655	
		+63,322				+1,401	
1211	Sn. Div. Cumb. & Ohio R. R.	1,100,000					
1212	Hend. Brg. Co.	2,117,627				283,464	
		+3,918				+6,544	
1213	Newpt. & Cin. Brg. Co.	[6] 3,217,260				210,613	
						+40,540	
1215	Louisv. Brg. Co	2,134,262		62,413		42,869	
						—15,180	
1172	Louisv., N.O. & Tex. Ry.[7]						

[1] Report for five months ending November 30, 1892.
[2] Included in "cost of road."
[3] Insufficient data for this Table.
[4] Inserted to show relation of road following.
[5] No data for this Table.
[6] Cost of bridge.
[7] Report for four months ending October 31, 1892. Consolidated with Yazoo & Miss. Vy. R. R., October 31, 1892.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
149,179	821	400,585	400,000	.....	585	.....	.....	1167
+222	−222	+585	.....	.....	+585	.....	.....	
.....	17,690	60,440	21,000	20,000	19,440	.....	.....	1171
.....	+1,554	+1,698	.....	.....	+1,698	.....	.....	
37,000	.....	148,266,922	50,000,000	61,936,000	5,931,969	.....	2,914,953	1173
.....	.....	+31,520,889	+5,000,000	+24,952,000	+2,914,229	.....	−1,470,340	
.....	335,294	2,870,755	830,500	1,750,000	290,255	.....	.....	1174
.....	+39,927	+40,174	+20,000	.....	+20,174	.....	.....	
.....	.....	34,690,464	10,000,000	[1] 24,500,000	190,464	.....	.....	1175
.....	.....	+88,225	.....	.....	+88,225	.....	.....	
.....	.....	48,521,906	5,643,400	[2] 38,786,000	2,931,319	215,093	996,094	1176
−375,451	.....	−297,809	+19,200	.....	−219,629	+107,547	−204,927	
.....	.....	.....	.....	.....	.....	.....	.....	1177
.....	640,559	12,919,027	3,010,000	7,733,625	2,130,619	.....	.....	1181
.....	+127,560	+198,844	.....	+1,125	+204,185	.....	.....	
3,253	.....	4,635,466	1,725,000	2,785,200	39,560	.....	29,000	1182
.....	.....	.....	.....	.....	.....	.....	.....	1586
.....	.....	15,300,279	5,956,000	8,942,500	198,817	38,509	164,453	1186
.....	.....	+115,530	.....	.....	+17,862	+6,892	+90,776	
.....	.....	.....	.....	.....	.....	.....	.....	1191
.....	301,768	5,869,785	2,955,000	2,150,000	758,535	6,250	.....	1194
.....	+204,512	+214,793	.....	.....	+208,543	+6,250	.....	
[3] 721,829	.....	136,634,239	52,706,120	77,330,660	4,626,454	.....	1,100,158	1197
+107,748	.....	+3,163,101	+3,000	+1,933,000	+471,395	.....	+397,996	
.....	.....	.....	.....	.....	.....	.....	.....	1198
.....	50,000	6,357,538	2,427,600	3,929,000	938	.....	.....	1199
.....	.....	72,967	47,372	25,000	451	.....	144	1200
.....	.....	.....	.....	.....	−69	.....	+69	
.....	.....	.....	.....	.....	.....	.....	.....	1201
19,634	.....	400,083	100,000	286,000	.....	.....	.....	1202
−15,371	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1203
.....	.....	6,636,708	2,950,800	2,948,000	288,748	.....	375,443	1204
.....	.....	+28,952	.....	.....	+29,227	.....	−275	
[3] 560,098	.....	4,710,704	2,284,582	2,100,000	20,801	.....	305,321	1205
+46,738	.....	+47,396	+19,000	.....	+655	.....	+27,741	
6,572	536,808	3,355,364	872,385	2,096,000	386,979	.....	.....	1206
.....	+103,315	+110,379	.....	.....	+110,379	.....	.....	
.....	412,895	1,207,647	544,752	250,000	412,895	.....	.....	1207
.....	+36,729	+36,729	.....	.....	+36,729	.....	.....	
.....	212,169	2,362,043	1,156,525	1,200,000	5,518	.....	.....	1208
.....	+60,686	.....	.....	.....	.....	.....	.....	
.....	6,793	656,793	600,000	50,000	2,500	.....	.....	1209
[3] 533,177	2,129,540	14,616,359	3,481,400	9,868,250	1,257,454	.....	.....	1210
+1,659	+172,388	+238,720	.....	+3,900	+234,820	.....	.....	
.....	192,222	1,292,222	800,000	300,000	192,222	.....	.....	1211
.....	+5,857	+5,857	.....	.....	+5,857	.....	.....	
[3] 185,000	.....	3,586,091	1,000,000	2,000,000	100,396	.....	485,695	1212
+26,000	.....	+36,462	.....	.....	−12,942	.....	+49,404	
.....	.....	3,427,873	2,124,500	1,100,000	138,848	.....	64,525	1213
.....	.....	+40,540	.....	.....	+2,680	.....	+37,860	
.....	.....	2,577,130	1,500,000	.....	253,764	.....	823,366	1214
.....	.....	−4,783	.....	.....	−4,783	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1172

[1] Includes $8,266,000 not in Table II, being covered by "funded debt" of Ill. Cent. R. R.
[2] Includes $2,800,000 not in Table II, being covered by "funded debt" of Ill. Cent. R. R.
[3] "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (-)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1227	Mobile & Birm. Ry. [1]	44,019		71,000		114,007	34,886
1228	Mobile & Ohio R. R	21,994,469	([2])	308,000	2,400,450	311,458	116,612
		—7,169		—1,000	—5,000	+16,232	—49,665
1231	Nashv. & Knoxv. R. R	1,695,824	56,384			132,620	
		+151,469				—47,230	
1232	Nashv., Chatt. & St. L., Ry.	24,734,928		639,310	254,262	1,490,092	253,770
		+784,554		—1,072,000	—75,000	+60,223	—114,792
1235	N. O. & N. En. R. R	9,722,940	1,163,359			122,654	99,896
		+125,347	+3,260			—99,382	+12,484
1236	Newpt. News & Miss. Vy. Co.: [3]						
1237	Ches., Ohio & S. Wn. R. R.	20,610,309	2,380,160	361,000	1,710,000	314,150	58,004
		+233,664	+308,777	+139,000	+264,000	+16,087	+58,004
1238	Hodgenv. & Elizabetht. Ry.	267,947	8,750			7,641	
		+1,090				+375	
1239	Ohio Vy. Ry	4,550,058	185,466			23,435	
		+149,289	+2,016			—7,086	
1242	Troy & Tiptonv. R. R.	92,558					
1243	Oconee & Wn. R. R. [4]	720,000	([3])				
1244	Orange Belt. Ry. [5]						
1019	Rich. & Danv. R. R.: [6]						
1254	Atlanta & Charl. Air Line R. R.	8,493,545					
		+45,044					
1255	Roswell R. R	81,296					
1256	Elberton Air Line R. R.	361,885				—1,444	
		+422				5,430	
1257	Lawrencev. Brh. R. R.	83,639				—8,363	
1258	N. En. R. R. of Ga.	858,991					
		+6,049					
1259	Ga. Pac. Ry.	25,507,799	3,480,657	1,037,249	2,000	1,743	
		+34,558	—273,590	+364,600	+2,000	+513	
1265	Salt Spgs. & Bowden Lithia R. R. [7]						
1266	Sandersv. & Tennille R. R.	19,550	7,000		600		
1267	Sav., Amer. & Montg. Ry.	5,473,995	1,015,680	80,000	175,000	60,336	25,174
		+317,604	+27,955	+80,000		—87,407	—5,266
1269	Sav., Fla. & Wn. Ry	13,744,450	([3])			918,663	59,821
		+42,665				+335,244	—9,461
1273	S. Bruns. Term. R. R. [8]						
1274	S. Fla. R. R	6,770,448	([3])			76,447	67,971
		+1,181,511		—57,000	—15,200	+18,533	+17,014
1279	Talbotton R. R.	53,593	7,587			273	
						—142	
1285	Tuskegee R. R. [8]	37,943	15,555			2,544	
						+583	
1288	Wn. Ry. of Ala	4,543,000	([3])			201,602	38,495
						+3,660	—11,813
1292	Abbotsf. & N. En. R. R.	232,000	([3])			6,061	
						+ 2,937	
1295	Atch., Top. & S. Fé R. R.	222,641,354	([3])	5,097,505	34,424,161	12,374,889	979,107
		+4,155,260		+482,098	+4,875,193	+2,516,319	+276,818

[1] Report of Receivers.
[2] Included in "cost of road."
[3] Report not filed; inserted to show relation of four roads following.
[4] Report for period, October 11, 1892 to June 30, 1893.
[5] No data for this Table.
[6] Inserted to show relation of six roads following.
[7] Insufficient data for this Table.
[8] Partnership company.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	65,805	329,717	.....	.....	329,717	.....	.....	1227
[1] 1,439,500	.....	27,461,890	7,680,000	18,194,398	925,438	141,027	217,092	1228
+60,000	.....	—129,213	.....	—126,264	+150,543	.....	+157,515	
.....	79,523	1,964,351	372,700	1,170,000	421,651	.....	.....	1231
.....	+56,764	+161,003	.....	.....	+161,003	.....	.....	
.....	.....	27,427,808	10,000,000	14,783,000	1,272,161	58,940	1,309,168	1232
.....	.....	—418,175	.....	+629,000	—1,079,075	+6,863	+27,931	
.....	2,277,394	13,386,243	5,000,000	6,220,000	1,078,425	18,300	.....	1235
.....	+137,867	+179,576	.....	+100,000	+120,495	+1,500	.....	
								1236
[1] 131,744	.....	25,565,367	9,726,600	11,624,994	2,750,386	266,025	1,197,362	1237
+8,687	.....	+1,028,219	.....	+170,466	+678,696	.....	+179,057	
.....	29,787	314,125	123,500	150,000	37,500	3,125	.....	1238
.....	+6,035	+7,500	.....	.....	+7,500	.....	.....	
116,000	.....	4,930,959	2,162,600	2,444,421	298,563	11,319	14,056	1239
.....	.....	+90,860	.....	+232,000	—30,572	.....	—110,568	
.....	21,531	114,089	46,000	46,000	21,169	920	.....	1242
.....	+4,481	+4,481	.....	.....	+4,481	.....	.....	
.....	.....	720,000	360,000	360,000	.....	.....	.....	1243
.....	.....	.....	.....	.....	.....	.....	.....	1244
								1019
.....	.....	8,493,545	1,700,000	5,500,000	.....	.....	.....	1254
.....	.....	+45,044	.....	.....	.....	.....	.....	
.....	10,741	92,037	40,000	35,000	17,037	.....	.....	1255
.....	+3,176	+1,732	.....	.....	+1,732	.....	.....	
.....	.....	367,315	195,900	150,000	10,625	.....	10,790	1256
.....	.....	—7,941	.....	.....	+10,500	.....	—18,441	
.....	27,939	111,578	45,000	30,000	36,578	.....	.....	1257
.....	+6,506	+6,506	.....	.....	+6,506	.....	.....	
.....	29,833	888,824	239,000	575,000	74,824	.....	.....	1258
.....	+20,320	+26,369	.....	.....	+26,369	.....	.....	
64,000	2,453,833	32,564,479	8,555,000	17,745,873	5,040,801	.....	.....	1259
+64,000	+418,071	+610,152	.....	—374,668	+942,520	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1265
.....	206	27,656	12,400	7,454	206	177	.....	1266
.....	+17	+17	.....	.....	+17	.....	.....	
.....	32,397	6,862,582	1,164,200	4,857,865	711,277	129,240	.....	1267
.....	+32,397	+365,283	.....	+629,865	—240,311	+129,240	—153,511	
.....	.....	14,913,143	6,793,900	6,790,400	468,400	.....	860,443	1269
.....	.....	+558,637	.....	.....	+249,878	.....	+308,759	
.....	.....	.....	.....	.....	.....	.....	.....	1273
.....	1,303,257	8,233,657	2,619,000	3,000,000	2,614,657	.....	.....	1274
.....	+130,886	+1,275,994	+529,000	+636,000	+110,994	.....	.....	
.....	.....	61,453	34,800	25,000	.....	.....	1,653	1279
.....	—205	—347	.....	.....	—2,000	.....	+1,653	
.....	.....	56,522	53,498	.....	.....	.....	2,544	1285
.....	.....	+583	.....	.....	.....	.....	+583	
.....	.....	4,783,097	3,000,000	1,543,000	88,279	.....	151,818	1288
.....	.....	—8,153	.....	.....	+149	.....	—8,302	
.....	.....	238,061	120,000	112,000	.....	.....	6,061	1292
.....	.....	+2,937	.....	.....	.....	.....	+2,937	
[2] 925,960	.....	523,864,866	102,000,000	225,433,628	13,845,116	649,830	7,669,802	1295
+252,913	.....	+13,229,362	.....	+4,750,000	+1,857,733	—1,450,370	+3,129,563	

[1] "Sinking fund."

[2] Includes $306,250, "sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1296	Belt Ry. of Chic	349,586	172,702			297,200	
			+864			—47,622	
1297	Black H. & Ft. Pierre R. R.	404,445	96,052			787,629	
		+2,000	—5,874			+46,931	
1299	Burl. & N. Wn. Ry.	339,093	84,378		100	80,148	7,288
		+479				+14,402	—5,420
1300	Burl. & Wn. Ry	1,352,814	119,217			12,975	
		+122				—6,768	
1301	Burl., Cedar Rap. & Nn. Ry.	21,458,243	4,201,925		1,735,000	288,580	204,622
		+655,882	+260,696			—138,270	—73,961
1302	Cedar Rap. & Clinton Ry. [1]						
1303	Cedar Rap., Io. Falls & N. Wn. Ry. [1]						
1304	Chic., Deco. & Minn. Ry. [1]						
1305	Io. Cy. & Wn. Ry. [1]						
1307	Calumet & Blue I. Ry. [2]	493,392	460,585			56,463	39,594
1310	Chic. & Alt. R. R	31,178,927	[3]	3,452,967	529,100	830,185	546,133
		+5		+76,930	+14,500	—487,411	+94,077
1311	Joliet & Chic. R. R	2,000,000					
1312	Kans. Cy., St. L. & Chic. R. R.	5,021,700					
1313	La. & Mo. Riv. R. R.	5,198,700					
		1,000,000					
1314	Miss. Riv. Brg. Co						
1316	Chic. & Calumet Term. Ry.	11,013,129	[3]		5,565	336,210	
		+4,202,541				+234,480	
1317	Chic. & En. Ill. R. R	28,142,048	[3]	140,342	4,419,278	707,535	318,648
		+1,304,716		+4,642	+1,026,011	—81,525	+141,246
1319	Evansv., T. Haute & Chic. Ry.	1,829,651	[3]			25,170	
						+4,560	
1320	Ind. Block Coal R. R.	225,000					
1321	Chic. & Wn. Ind. R. R.	18,360,323	362,811			944,160	167,895
		+1,948,501	+53,259			—183,021	+6,939
1322	Chic. & Kenosha	185,696	20,000			17,973	831
		+4,457				—9,212	+480
1323	Chic. & N. Wn. Ry.	167,802,835	[3]	1,591,333	22,396,228	2,941,018	2,039,163
		+4,574,305		+274,032	+4,098	+79,328	—143,030
1327	Sioux Cy. & Pac. R. R.	5,748,217	[3]			167,898	82,065
		+8,584				—9,144	+12,084
1328	Chic. & Ohio Riv. R. R.	1,274,317	22,250		68,904	11,337	2,302
		+430			+68,904	—26,112	+1,688
1329	Chic. & S. En. Ry. (of Ill.)	257,973	61,001			36,801	5,409
						—7,955	+2,292
1330	Chic., Burl. & Kans. Cy. Ry.	8,824,766	165,757		790	60,785	
		+1,486	+460			—1,043	
1331	Chic., Burl. & Nn. R. R. of Wis. and Minn.	21,297,243	[3]	104,300	7,500	474,172	80,242
		+113,900				—2,476	+27,134
1333	Chic., Burl. & Quin. R. R.	199,763,668	[3]	8,600,990	10,016,764	6,165,783	1,764,211
		+6,318,996		+1,908,000	+34,212	—1,451,233	+301,982
1334	Quin., Alt. & St. L. R. R.	1,810,000					
1335	Kans. Cy., St. Jos. & Coun. Bluffs R. R.	11,661,886	1,490,559		297,500	405,048	108,992
		+69,159	+4,570		+35,500	—200,064	—25,880
1337	Chic., Ft. Mad. & Des M. Ry.	3,283,200	[3]			20,969	
		+1,408,200				—5,841	
1338	Chic. Gt. Wn. Ry. [4]						

[1] Figures included in report of Burl., Cedar Rap. & Nn. Ry.
[2] "Increase" or "decrease" not obtainable, no items for 1892 being reported.
[3] Included in "cost of road."
[4] See items of Chic., St. P. & Kans. Cy. Ry., which this company was organized to succeed. Reorganization not completed on June 30, 1893.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
[1] 10,957	.....	1,537,781	1,200,000	.....	184,660	.....	153,121	1296
+7,040	.....	−39,718	.....	.....	−29,948	.....	−9,770	
.....	.....	1,378,126	500,000	.....	360,677	.....	517,449	1297
.....	.....	+43,057	.....	.....	−6,360	.....	+49,417	
.....	104,416	615,403	156,900	220,000	199,840	.....	.....	1299
.....	+3,361	+12,822	.....	.....	+12,822	.....	.....	
.....	402,812	1,887,818	856,802	571,201	451,182	.....	.....	1300
.....	+55,163	+48,517	.....	.....	+48,517	.....	.....	
.....	.....	28,077,402	7,235,000	15,755,000	561,892	.....	1,299,318	1301
−124,016	.....	+514,858	.....	+500,000	−134,786	.....	+147,299	
.....	.....	.....	.....	.....	.....	.....	.....	1302
.....	.....	.....	.....	.....	.....	.....	.....	1303
.....	.....	.....	.....	.....	.....	.....	.....	1304
.....	.....	.....	.....	.....	.....	.....	.....	1305
.....	554,348	1,604,372	200,000	300,000	1,104,372	.....	.....	1307
[2] 147,125	.....	36,759,437	19,780,400	9,898,850	1,031,769	83,262	2,273,791	1310
−23	.....	−301,922	+2,185,900	−2,438,000	−109,043	−560	+257,408	
.....	.....	2,000,000	1,500,000	.....	.....	.....	.....	1311
.....	.....	5,021,700	2,021,700	3,000,000	.....	.....	.....	1312
.....	92,606	5,291,306	3,611,700	1,646,000	33,606	.....	.....	1313
.....	−16,971	−16,971	.....	.....	−16,971	.....	.....	
.....	.....	1,000,000	300,000	586,000	.....	.....	.....	1314
.....	.....	.....	.....	−14,000	.....	.....	.....	
.....	.....	11,358,499	5,000,000	6,000,000	299,679	50,000	8,820	1316
.....	−154,903	+4,372,272	.....	+4,248,000	+73,252	+42,700	+8,820	
[1] 338,108	.....	34,155,899	13,594,400	17,675,000	1,147,516	114,727	1,424,072	1317
+50,842	.....	+2,441,810	+1,017,700	+671,000	+567,870	+1,782	+105,313	
[1] 760	.....	1,927,581	[3] 581,950	1,250,000	25,170	.....	70,461	1319
.....	.....	+4,560	.....	.....	+4,540	.....	+20	
[1] 33,666	.....	261,139	75,000	150,000	52	.....	36,087	1320
+6,000	.....	+3,670	.....	.....	.....	.....	+3,670	
[1] 71,400	.....	19,906,589	5,000,000	11,014,667	307,938	63,193	686,317	1321
+68,250	.....	+1,893,928	.....	+1,441,000	−157,484	+5,855	+8,461	
.....	273,865	498,365	100,000	100,000	298,365	.....	.....	1322
.....	+93,436	+89,161	.....	.....	+89,161	.....	.....	
[1] 6,498,536	.....	[4] 217,563,548	[5] 66,528,821	117,100,500	[6] 2,781,670	1,419,830	.....	1323
+357,435	.....	+4,436,789	+3,000	+2,736,000	−170,214	+32,027	.....	
312,859	1,575,808	7,886,847	2,068,400	3,256,320	117,880	.....	.....	1327
+30,200	+61,760	+103,484	.....	.....	+5,785	.....	.....	
2,257	.....	1,414,747	438,800	901,780	48,039	1,636	24,492	1328
+2,257	−6,804	+40,363	.....	.....	+15,871	.....	+24,492	
.....	.....	361,184	100,000	200,000	27,739	.....	33,445	1329
.....	.....	−5,663	.....	.....	+6,833	.....	−12,496	
.....	59,233	9,111,331	8,000,000	.....	1,101,446	.....	.....	1330
.....	+4,860	+5,763	.....	.....	+2,781	.....	.....	
[7] 273,393	651,684	25,317,034	12,000,000	12,486,500	795,725	.....	.....	1331
+9,791	+1,534	+55,883	.....	−126,000	+172,221	.....	.....	
[1] 15,254,479	.....	244,240,670	76,408,900	123,606,231	4,850,287	142,825	11,208,873	1333
+541,419	.....	+7,510,050	+11,500	+7,025,250	+637,036	+91,492	+759,137	
.....	.....	1,810,100	970,100	840,000	.....	.....	.....	1334
[1] 21,000	.....	14,017,864	5,946,574	5,566,016	498,509	.....	1,939,325	1335
−16,095	.....	−132,607	.....	.....	−256,562	.....	+106,073	
.....	11,983	3,316,152	1,970,200	1,313,000	32,952	.....	.....	1337
.....	+11,983	+1,414,342	+845,200	+563,000	+31,000	.....	−24,858	
.....	.....	.....	.....	.....	.....	.....	.....	1338

[1] "Sinking fund."
[2] Includes $120,903, "sinking fund."
[3] Includes $580 issued for deferred interest scrip.
[4] Includes profit and loss from land grant and coal properties.
[5] Includes $250,000 excluded from Table II, apportioned "to other properties."
[6] Includes $33,396 excluded from Table II, apportioned "to other properties."
[7] Includes $209,795 "sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (–)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Chic. Gt. Wn. Ry.—Contd.						
1339	Chic., St. P. & Kans. Cy. Ry.	45,428,575 +2,141,550	2,143,372 +126,369	..... —3,000	210,800 +3,000	263,298 —160,702	..... —104,312
1342	Chic., Milw. & St. P. Ry.	195,223,234 +3,678,381	[1]	314,600 —225,040	6,845,622 —20,707	13,122,165 +2,059,808	2,031,666 +246,664
1344	Chic., Rock I. & Pac. Ry.	87,969,121 +2,452,468	15,445,728 +893,979	[2] 7,761,162 +960,000	[3] 2,833,829 —23,750	1,275,116 +91,484	1,772,922 +669,864
1345	Des M. & Ft. Dodge R. R.	8,600,661 —1,257	[1]	2,000	.....	44,453 —68,104	....
1346	Keokuk & Des M. Ry.	6,705,032 +2,390	.....	.....	.....	15,613 —17,332	.....
1347	Peoria & Bureau Vy. R. R.	1,566,600	.....	.....	.....	13,173 +3,723	.....
1348	Chic., St. P., Minneap. & Om. Ry.	54,087,875 —5,539,660	[1]	479,000	4,340,553 +33	2,024,020 —512,283	1,036,633 +260,750
1351	Chippewa Riv. & Menomonie Ry.	205,303 +34,738	44,552 +3,824	.....	.....	58,436 —62,164	.....
758	Clev., Cin., Chic. & St. L. Ry.: [4]						
1352	Kank. & Seneca Ry...	682,229	.....	.....	.....	4,661 —5,421	.....
1354	Crooked Ck. R. R. & Coal Co.	195,878	14,627 +1,580	.....	.....	2,785 —1,483	.....
1356	Des M. & Kans. Cy. Ry.	1,372,772 +70,134	123,161 +3,950	.....	.....	35,526 —862	1,267 —21
1357	Des M. Nn. & Wn. Ry....	6,744,434	134,810	19,000	.....	58,672	2,404
1358	Des M. Un. Ry. [5].....	961,787	26,091	.....	.....	25,558	15,442
1360	Duluth & Iron Range R. R.	9,191,298 +1,067,988	1,453,805 +321,648	..... —167,000	.....	523,932 +220,682	160,761 —33,191
1361	Duluth & Winn. R. R. [5]....	4,500,000	[1]	.....	306,600	168,023	.....
1364	Duluth, Missabe & Nn. Ry	3,784,290	903,150	.....	.....	261,609	84,394
1366	Duluth, Red Wing & Sn. R. R. [6]	.....	.....	.....	.....	.....	.....
1367	Duluth, S. Shore & Atl. Ry.	42,160,081 +13,831,407	2,079,346 +397,198	.....	450,978 +430,231	638,404 —10,788,262	235,462 +106,238
1370	E. St. L. Con. Ry	283,005 +12,203	81,346	.....	.....	.....	.....
1371	Elgin, Joliet & En. Ry..	11,332,921 +268,411	1,160,701 +522,996	.....	.....	151,633 —33,791	34,298 +10,256
780	Evansv. & T. Haute R. R.: [4]						
1372	Peoria, Dec. & Evansv. Ry.	12,936,166 +63,075	703,595 —2,088	.....	789,332 +478,083	131,586 —12,413	25,234 +2,727
1375	Fulton Co. N. G. Ry	1,030,945 +95	90,925	.....	.....	4,034 —2,904	387 —70
1376	Gr. Tower & Carb. R. R.	94,009 +9,399	67,084 +6,267	.....	.....	79,566 +6,543	4,632 +3,313
1377	Gr. Tower & Cape Gir. R. R.	724,898 +4,388	.....	.....	.....	.....	.....
1378	Gt. Nn. Ry.....	19,250,000	1,940,496 +1,714,095	15,587,720 +14,637,454	400,000 +343,000	14,092,899 +9,814	1,246,532 +752,144
1379	Minneap. Un. Ry	3,298,012 +15,753	.....	.....	.....	301,239 —64,025	1,231 —2,034
1380	St. P., Minneap. & Manit. Ry.	102,063,888 +29,781,387	9,048,182 +1,342,855	.....	.....	775,758 +184,011	.....
1381	Duluth, Watert. & Pac. Ry.	2,203,727 +1,416	.....	.....	.....	.....	.....
1382	Willmar & Sioux Falls Ry.	4,336,533 +7,569	.....	.....	.....	.....	.....

[1] Included in "cost of road."
[2] Includes $1,851,000 bonds of *this* company owned.
[3] Includes $12,100 stocks of *this* company owned.
[4] Inserted to show relation of road following.
[5] "Increase" or "Decrease" not obtainable; no items for 1892 reported.
[6] No data for this Table.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	49,762,530	14,892,900	33,169,162	1,700,438	.....	.....	1339
.....	.....	−1,392,746	.....	−319,119	+728,751	−4,300	−1,798,108	
[1] 405,800	.....	218,556,358	71,795,161	130,805,500	9,304,078	163,720	6,487,899	1342
+405,800	.....	+6,144,906	+1,403,000	+1,610,500	+2,515,777	−3,061	+618,690	
[1] 213,000	.....	118,762,098	46,156,000	60,647,000	3,521,296	.....	224,802	1344
+22,000	−83,049	+5,894,090	.....	+3,790,000	+1,879,288	.....	+224,802	
.....	.....	8,647,114	5,041,280	3,072,000	.....	.....	532,834	1345
.....	.....	−69,361	.....	.....	−104,531	.....	+35,170	
.....	154,355	6,875,000	4,125,000	2,750,000	.....	.....	.....	1346
.....	+14,942	.....	.....	.....	.....	.....	.....	
.....	.....	1,579,773	1,500,000	.....	.....	.....	79,773	1347
.....	.....	+3,723	.....	.....	.....	.....	+3,723	
.....	.....	61,968,081	34,050,127	24,459,800	1,264,886	191,448	1,765,126	1348
.....	.....	−5,791,160	.....	+400,000	+87,860	.....	−6,293,014	
.....	.....	308,291	.....	.....	40,275	.....	268,016	1351
.....	.....	−23,602	.....	.....	−86,234	.....	+62,632	
								758
.....	402,110	1,089,000	10,000	650,000	429,000	.....	.....	1352
.....	+44,421	+39,000	.....	.....	+39,000	.....	.....	
.....	8,922	379,222	[2] 225,000	.....	11,707	.....	.....	1354
.....	+8,921	+40,471	.....	.....	+10,474	.....	−5,902	
.....	.....	1,532,746	800,000	.....	705,340	.....	27,406	1356
.....	.....	+73,201	.....	.....	+66,831	.....	+6,370	
[1] 52,850	.....	7,012,220	4,200,000	2,541,000	245,324	.....	25,896	1357
.....	.....	1,028,878	400,000	552,000	76,878	.....	.....	1358
.....	.....	11,463,238	500,000	8,709,000	291,763	65,113	1,202,269	1360
.....	.....	+1,421,168	.....	+678,000	+102,108	+10,563	+390,509	
.....	155,467	5,130,090	2,806,600	2,000,000	323,490	.....	.....	1361
.....	147,043	5,180,486	1,940,000	[3] 1,665,269	1,575,217	.....	.....	1364
.....	.....	.....	.....	.....	.....	.....	.....	1366
.....	361,903	45,945,060	22,000,000	23,232,145	426,707	264,333	.....	1367
.....	+178,433	−4,942,061	.....	+2,903,940	−8,063,319	+264,333	.....	
.....	83,453	452,141	20,000	.....	432,141	.....	.....	1370
.....	+38,121	+50,324	.....	.....	+50,324	.....	.....	
.....	66,618	12,755,171	6,000,000	6,366,087	337,059	52,025	.....	1371
.....	+58,243	+826,117	.....	+777,087	+43,580	+5,450	.....	
								780
[4] 19,705	.....	14,605,618	8,400,000	4,884,748	1,108,822	53,044	159,004	1372
−13,869	.....	+515,515	.....	−18,582	+528,738	−1,684	+7,043	
.....	386,912	1,513,203	636,794	484,000	392,409	.....	.....	1375
.....	+37,473	+34,594	.....	.....	+34,594	.....	.....	
3,664	.....	249,155	50,000	.....	29,067	7,500	162,588	1376
+3,664	.....	[4] +29,186	.....	.....	−20,739	+7,500	+42,425	
63,751	.....	788,649	350,000	350,000	84,274	4,375	.....	1377
+1,535	.....	+5,923	.....	.....	+1,548	+4,375	.....	
.....	.....	53,594,695	[5] 20,000,000	[5] 15,000,000	9,496,356	200,000	3,527,957	1378
.....	.....	+16,448,952	.....	+15,000,000	−2,472,627	+200,000	+1,182,331	
.....	.....	3,598,542	500,000	2,800,000	81,270	.....	217,272	1379
.....	.....	+77,744	.....	.....	−782	.....	+78,526	
.....	.....	112,148,663	20,000,000	70,310,755	14,566,843	.....	1,909,447	1380
.....	.....	+16,797,894	.....	+2,116,100	+14,522,725	.....	−3,382	
.....	347,208	2,550,935	730,000	1,375,000	439,060	6,875	.....	1381
.....	+59,564	+60,980	.....	.....	+60,980	.....	.....	
.....	.....	4,336,633	1,500,000	2,625,000	102,982	10,938	97,713	1382
.....	.....	+7,569	.....	.....	−84,223	−2,187	+93,979	

[1] "Sinking fund."
[2] Includes $110,000, excluded from Table II, apportioned "to other properties."
[3] Includes deferred payments of interest on equipment trust obligations.
[4] Includes $8,000, "sinking fund."
[5] Excluded from Table II, apportioned "to other properties.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or decrease (—)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Gt. Nn. Ry.—Continued.						
1383	En. Ry. Co. of Minn ..	8,058,972	834,437	298,896	65,800	1,136,590	21,591
		+45,422	+6,000	+5,000	.....	+482,362	—5,427
1384	Duluth Term. Ry...	222,344	.....	.....	.....	13,478	.....
		+2,558	.....	.....	.....	+8,654	.....
1386	Green Bay, Win. & St. P. R. R.	15,028,923	465,876	.....	.....	87,978	124,109
		+15,962	.....	.....	.....	+30,842	—24,629
1387	Green Bay, Stev. Pt. & Nn. R. R.	140,000	.....	.....	.....	17,150	.....
		.....	.....	.....	.....	+4,900	.....
1388	Kewaunee, Green Bay & Wn. R. R.	1,017,404	.....	.....	.....	10,440	.....
1389	Hann. & St. Jos. R. R ...	20,270,484	3,457,441	.....	100,300	266,526	193,897
		+2,212,559	+3,480	—113,573	+36,500	—7,995	—62,184
1390	Quin. R. R. Brg. Co ...	1,800,150	.....	.....	.....	95,637	.....
		.....	.....	.....	.....	+1,812	.....
1392	Humeston & Shen. R. R.	6,719,482	(1)	.....	.....	103,285	16,322
		+154	.....	.....	.....	—11,901	—5,112
1173	Ill. Cent. R. R.: [2]						
1393	Blue I. R. R.....	114,019	.....	.....	.....	.....	.....
		+9,571	.....	.....	.....	—16,154	.....
1394	Chic. & Springf. R. R .	1,916,254	.....	.....	.....	.....	.....
		+2,865	.....	.....	.....	.....	.....
1395	Chic., Havana & Wn. R. R.	2,068,880	.....	.....	.....	.....	.....
		+711	.....	—50,000	.....	.....	.....
1396	Chic., Mad. & Nn. R. R	10,359,500	.....	.....	40,000	87,780	.....
		—62,732	.....	.....	.....	+52,520	.....
1397	Dubq. & Sioux Cy. R. R.	17,220,455	.....	523,073	6	22,974	.....
		+92,631	.....	.....	.....	—2,930	.....
1398	Cedar Falls & Minn. R. R.	3,173,500	.....	.....	.....	.....	.....
1399	Kank. & S. Wn. R. R..	1,069,579	364,500	.....	.....	6,540	.....
		+80	.....	.....	.....	—250	.....
1400	Rantoul R. R	747,218	.....	93,000	.....	.....	.....
		.....	.....	—20,000	.....	.....	.....
1401	S. Chic. R. R.....	239,339	.....	.....	.....	48,509	.....
		+3,905	.....	.....	.....	+23,759	.....
1402	Ind., Ill. & Io. R. R	4,847,503	362,621	42,500	.....	189,621	54,108
		+48,921	+45,251	.....	.....	+49,228	+18,796
1404	Io. Cent. Ry	19,976,482	428,420	.....	.....	198,054	148,122
		+31,082	+131,111	.....	.....	+909	—253
1405	Keithsburg Brg. Co	1,191,000	.....	.....	.....	.....	.....
1407	Albia & Centerv. Ry .	400,000	.....	.....	.....	6,793	.....
		.....	.....	.....	.....	+4,272	.....
1408	Io. Nn. Ry. [3]	.....	.....	.....	.....	.....	.....
1409	Jacksonv., Louisv. & St. L. Ry.: [4]						
1411	Chic., Peoria & St. L. Ry.: [5]						
1412	St. L. & Chic. Ry ...	.....	.....	.....	.....	7,133	.....
		.....	.....	.....	.....	+3,190	.....
1414	Joliet & Blue I. Ry	214,078	52,308	.....	.....	24,213	6,493
		+34,595	.....	.....	.....	—11,338	—531
1415	Kans. Cy. & Atl. R. R. [6]...	.....	.....	.....	.....	.....	.....
1416	Keokuk & Ham. Brg. Co	2,000,000	.....	.....	.....	18,982	.....
		.....	.....	.....	.....	+9,233	.....
1417	Keokuk & Wn. R. R....	3,856,170	343,830	.....	3,000	40,395	25,693
		—439,678	+258,466	.....	.....	+1,035	+487
1418	Kickapoo Vy. & Nn. Ry. [3]	.....	.....	.....	.....	.....	.....

[1] Included in "cost of road."
[2] Inserted to show relation of nine roads following.
[3] Insufficient data for this Table.
[4] Report not filed; inserted to show relation of two roads following.
[5] Report not filed; inserted to show relation of road following.
[6] Report for period, June 15 to June 30, 1893.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 1+2+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	10,955,531	5,000,000	[1]4,700,000	155,593	58,750	1,033,127	1383
.....	.....	+544,183	.....	.....	+32,902	.....	+507,673	
.....	.....	235,822	50,000	172,000	.....	1,720	.....	1384
.....	.....	+11,212	.....	+5,000	.....	+50	.....	
.....	376,895	16,364,602	10,000,000	5,661,830	702,772	.....	.....	1386
.....	+14,850	+37,025	.....	.....	+37,025	.....	.....	
.....	.....	157,150	70,000	70,000	15,150	.....	.....	1387
.....	.....	+4,900	.....	.....	+4,900	.....	.....	
.....	.....	1,027,844	618,400	378,000	31,349	.....	95	1388
21,952	.....	24,912,844	14,251,969	8,000,000	295,702	.....	2,040,044	1389
—582,129	.....	+1,488,903	.....	.....	−69,700	−9,728	+1,350,276	
.....	.....	1,895,787	1,750,000	.....	88,103	.....	57,684	1390
.....	.....	+1,812	.....	.....	+471	.....	+1,341	
.....	.....	6,839,090	4,026,000	2,684,000	106,989	.....	16,926	1392
.....	.....	−16,859	.....	.....	−732	.....	−16,127	
.....	.....							1173
.....	11,050	125,969	25,000	100,000	969	.....	.....	1393
.....	+7,552	+969	.....	.....	+969	.....	.....	
.....	.....	1,916,254	25,000	1,600,000	291,254	.....	.....	1394
.....	.....	+2,865	.....	.....	+2,865	.....	.....	
.....	585,336	2,604,216	25,000	2,500,000	79,216	.....	.....	1395
.....	+78,016	+28,727	.....	.....	+28,727	.....	.....	
.....	.....	10,497,370	50,000	6,870,000	3,567,370	.....	.....	1396
.....	.....	−10,212	.....	.....	−10,212	.....	.....	
.....	.....	17,766,508	7,999,600	[2] 9,547,000	125,970	.....	93,938	1397
.....	.....	+89,701	.....	.....	+79,669	.....	+10,032	
[3] 4,967	.....	3,180,691	1,586,500	1,377,000	.....	.....	.....	1398
.....	.....	1,440,619	390,000	968,000	75,829	.....	6,790	1399
.....	.....	−170	.....	.....	−170	.....	.....	
.....	214,835	1,055,053	25,000	1,000,000	30,053	.....	.....	1400
.....	+21,938	+1,938	.....	.....	+1,938	.....	.....	
.....	.....	287,848	20,000	200,000	.....	.....	67,848	1401
.....	.....	+27,664	.....	.....	.....	.....	+27,664	
.....	.....	5,496,353	3,597,800	1,421,312	155,930	11,817	309,494	1402
.....	.....	+162,196	.....	+12,799	+34,816	+4,150	+110,431	
200,335	.....	20,951,413	13,754,626	6,504,880	498,367	26,342	136,991	1404
+84,630	.....	+247,479	+3,940	+66,520	+102,614	.....	+76,607	
.....	.....	1,191,000	600,000	591,000	.....	.....	.....	1405
.....	6,850	413,643	400,000	.....	13,406	.....	.....	1407
.....	+3,825	+8,097	.....	.....	+8,130	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1408
								1409
								1411
.....	.....	114,237	.....	.....	.....	.....	114,237	1412
.....	.....	+35,023	.....	.....	.....	.....	+35,023	
.....	260,343	557,435	100,000	100,000	357,435	.....	.....	1414
.....	+101,016	+123,742	.....	.....	+123,742	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1415
.....	.....	2,145,514	1,000,000	1,000,000	700	.....	18,282	1416
.....	.....	+22,281	.....	.....	−420	.....	+9,653	
.....	.....	4,269,088	4,000,000	200,000	24,716	.....	44,372	1417
.....	.....	−179,690	.....	−10,000	+2,308	.....	−171,998	
.....	.....	.....	.....	.....	.....	.....	.....	1418

[1] Includes $1,283,000, excluded from Table II, apportioned "to other properties."
[2] Includes $3,930,000 not in Table II, being covered by "funded debt" of Ill. Cent. R. R.
[3] "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (−)

No.	1 Abbreviated name of road.	2 ASSETS. Cost of road.	3 Cost of equipment.	4 Bonds owned.	5 Stocks owned.	6 Cash and current assets.	7 Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1420	L. Sup. Term. & Tr. Ry.	198,778	53,524	.....	.....	15,241	4,507
		+34,341	.....	.....	.....	−9,827	+3,570
1421	La Salle & Bureau Co. R. R.[1]	.....	.....	.....	.....	.....	.....
1424	Mason Cy. & Ft. Dodge R. R.	2,382,916	27,870	.....	.....	14,806	9,756
		+616	+6,231	.....	.....	+7,318	−326
1425	Milw. & Nn. R. R.	13,441,283	(2)	.....	.....	452,135	.....
		+823,011	.....	.....	.....	+408,478	.....
1426	Milw. & Sup. Ry.	222,483	26,460	.....	.....	15,502	619
		+4,494	+16,413	.....	.....	+11,861	+619
1427	Milw., Bay V. & Chic. R. R.	162,652	58,910	.....	.....	10,307	10,292
		+12,239	.....	.....	.....	+4,225	−4,096
1428	Milw., L. Shore & Wn. Ry.	18,586,422	3,600,900	202,033	75,000	598,207	231,557
		+274,872	+7,180	−7,088	.....	−48,842	−54,071
1429	St. P. En. Gr. Trunk Ry.	2,149,410	.....	.....	.....	390	.....
		+2,000	.....	.....	.....	−2,978	.....
1430	Minneap. & St. L. Ry.[3]	.....	.....	.....	.....	1,511,376	148,894
		.....	.....	.....	.....	−327,468	−53,405
1431	Wis., Minn. & Pac. Ry.	8,609,400	(2)	.....	.....	.....	.....
		.....	.....	.....	.....	.....	.....
1432	Minneap. En. Ry.	246,993	14,579	.....	.....	7,425	224
		.....	+8,424	.....	.....	−3,769	−315
1433	Minneap., St. P. & S. S. Marie Ry.	37,170,694	3,609,989	.....	226,100	2,345,513	332,443
		+2,308,053	+704,431	−1,600,000	.....	+1,116,846	+54,612
1436	Mo., Kans. & En. Ry.[4]	.....	.....	.....	.....	.....	.....
1228	Mobile & Ohio R. R.:[5]	.....	.....	.....	.....	.....	.....
1437	St. L. & Cairo R. R.	10,500,000	.....	.....	.....	114,600	.....
		.....	.....	.....	.....	−17,813	.....
1438	Nn. Pac. R. R.[6]	188,935,847	21,930,408	6,135,578	11,334,138	8,357,337	1,366,497
		+5,942,898	+25,331	+4,861,625	+1,524,672	−2,878,253	−181,173
1439	Duluth & Manit. Ry.	3,101,000	.....	.....	.....	58,465	.....
		.....	.....	.....	.....	−690	.....
1442	James Riv. Vy. R. R.	959,459	.....	.....	.....	32,551	.....
		.....	.....	.....	.....	+120	.....
1448	St. P. & Nn. Pac. Ry.	14,143,420	.....	.....	150,500	657,738	10,130
		−284,052	.....	.....	.....	−195,676	−8,530
1451	Wis. Cent. Co. (lessee).	.....	.....	.....	.....	660,190	405,402
		.....	.....	.....	.....	+55,264	+42,080
	Wis. Cent. Co. (lessor).	14,763,716	(2)	9,138,061	14,251,370	1,338,027	17,772
		+5,632	.....	−73,275	+7,386	+72,696	.....
1452	Chic., Wis. & Minn. R. R.	6,521,477	386,958	716,874	.....	43,960	.....
		.....	.....	+716,873	.....	−445,954	.....
1453	Chic. & Nn. Pac. R. R.	57,411,427	(2)	.....	.....	917,816	77,382
		+1,365,664	.....	.....	.....	+190,104	−89,290
1454	Wis. Cent. R. R.	21,731,821	(2)	261,000	.....	954,105	.....
		−67,439	.....	.....	.....	+326,504	.....
1455	Milw. & L. Winnebago R. R.	3,350,304	143,696	.....	.....	96,027	.....
		+5,000	.....	−39,900	.....	−11,799	.....
1456	Packw. & Mont. R. R.	224,000	.....	.....	.....	.....	.....
1457	Om. & St. L. Ry.	7,560,816	(2)	.....	.....	58,765	17,510
		+47,967	.....	.....	.....	+10,270	−7,027
1458	Pawnee R. R.	67,339	4,773	.....	.....	29,941	.....
		.....	.....	.....	.....	+19,150	.....
872	Pennsylvania Co.:[5]	.....	.....	.....	.....	.....	.....
1460	E. St. L. & Carondelet Ry.	622,442	(2)	.....	.....	33,912	.....
		.....	.....	.....	.....	−6,878	.....

[1] Road not in operation; no data for this Table.
[2] Included in "cost of road."
[3] Report of Receiver.
[4] No data for this Table. Road under construction.
[5] Inserted to show relation of road following.
[6] Figures cover 4,571.24 miles; 264.95 miles not in United States.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 1+2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	272,050	94,200	152,000	23,570	2,280	.....	1420
.....	.....	+28,084	.....	+12,000	+15,904	+180	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1421
.....	465,662	2,901,004	920,000	1,380,000	601,004	.....	.....	1424
.....	+64,197	+78,026	.....	.....	+78,026	.....	.....	
.....	.....	13,900,015	6,158,250	7,247,250	11,376	30,790	452,349	1425
.....	.....	+1,231,489	.....	+1,089,250	—32,264	.....	+174,503	
771	.....	265,835	125,000	.....	134,283	.....	6,552	1426
+771	.....	+34,158	.....	.....	+30,662	.....	+3,496	
.....	279,502	521,663	100,000	100,000	321,663	.....	.....	1427
.....	+90,495	+102,863	.....	.....	+102,863	.....	.....	
14,931	.....	23,885,050	7,650,000	13,657,000	309,707	177,458	1,015,835	1428
+14,931	.....	+620,982	.....	+384,000	—123,883	+2,625	+238,583	
.....	302,308	2,522,699	1,100,000	1,120,000	275,939	26,760	.....	1429
.....	+42,151	+41,173	.....	.....	+32,053	+9,120	.....	
.....	628,869	2,289,049	.....	.....	2,289,049	.....	.....	1430
.....	+61,373	—319,500	.....	.....	—319,500	.....	.....	
.....	1,611,621	10,221,021	5,381,400	3,228,000	1,611,621	.....	.....	1431
.....	+157,632	+157,632	.....	.....	+157,632	.....	.....	
.....	71,353	340,674	30,000	150,000	160,674	.....	.....	1432
.....	—14,061	—9,721	.....	.....	—9,721	.....	.....	
840,419	90,287	51,882,076	21,000,000	29,133,598	1,745,709	2,769	.....	1433
+806,169	—20,716	+5,087,638	.....	+5,658,383	—568,767	—1,978	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1436
								1228
.....	.....	10,614,600	6,500,000	4,000,000	87,049	.....	27,551	1437
.....	.....	—17,813	.....	.....	—30	.....	—17,783	
.....	.....	244,672,755	85,140,131	133,545,500	13,190,419	621,005	8,518,891	1438
.....	.....	+3,188,606	—424,119	+4,813,000	—2,282,037	+48,172	+1,219,235	
.....	.....	5,159,465	2,000,000	3,101,000	51,210	7,255	.....	1439
.....	.....	—690	.....	.....	—690	.....	.....	
.....	.....	1,992,010	1,000,000	963,000	29,010	.....	.....	1442
.....	.....	+120	.....	.....	+120	.....	.....	
[1]140,245	.....	15,894,385	7,000,000	8,423,000	11,325	160,605	77,475	1448
+17,593	.....	—404,579	+750,000	.....	—774,280	+160,605	—507,612	
14,496	1,443,600	2,556,441	.....	.....	996,877	.....	.....	
—6,554	+513,334	+367,539	.....	.....	—105,535	.....	.....	1451
.....	.....	39,857,829	14,574,325	23,739,280	1,367,546	64,165	75,082	
.....	—18,692	+147,701	.....	+365,235	—280,680	+4,130	+75,082	
.....	.....	7,669,269	2,600,000	4,282,000	301,009	84,230	402,030	1452
.....	.....	+270,919	.....	.....	+295,214	—3,467	—20,828	
.....	170,403	58,625,342	30,000,000	27,224,000	1,061,689	339,208	.....	1453
.....	+161,338	+1,654,256	.....	+1,265,000	+368,544	+20,712	.....	
[2]131,791	.....	23,128,233	11,435,500	10,631,009	412,977	15,075	258,525	1454
+27,981	.....	+290,218	.....	+370,734	—174,615	+3,762	+10,704	
.....	1,355	3,591,382	1,300,000	2,194,000	64,472	3,660	.....	1455
—585	+1,355	—45,029	.....	+5,000	+8,076	+75	—58,180	
.....	.....	224,000	140,000	84,060	.....	.....	.....	1456
.....	.....	7,908,791	4,533,500	3,039,700	133,440	213	201,938	1457
.....	.....	+322,910	.....	+271,700	—10,984	.....	+62,194	
.....	.....	102,053	50,000	36,000	860	1,620	13,573	1458
.....	—3,097	+16,053	.....	.....	+860	+1,620	+13,573	
								872
.....	.....	656,354	420,000	200,000	17,862	3,500	14,992	1460
.....	.....	—6,878	.....	.....	+9,760	.....	—16,638	

[1] "Sinking fund."

[2] Includes $28,644, "sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (−)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1463	Port Edw., Centralia & Nn. R. R. [1]						
1464	Prairie du C. & McG. Ry	100,000					
1465	Quin., Om. & Kans. Cy. Ry. [2]	3,382,956	([2])			22,686	2,490
1466	Rock I. & Peoria Ry.	2,635,482	([2])		4,000	589,418	21,456
		+12,612				+131,284	+3,768
1470	St. L., Alt. & T. Haute R. R.	13,247,529	([2])			210,990	190,741
		−101,121				+58,369	+69,910
1471	Bellev. & Carondelet R. R.	928,134	71,866			5,686	
						+900	
1472	Bellev. & Eldo. R. R.	1,550,000	([2])			7,588	
						+3,539	
1473	Bellev. & Sn. Ill. R. R. [3]	2,805,000				59,009	
1474	Chic., St. L. & Padu. Ry.	2,756,821	193,179	50,000		12,358	
						+1,968	
1475	St. L. Sn. R. R.	1,537,048				636	
						−357	
1476	Carb. & Shawneet. R. R.	606,600					
1481	St. L., Indpls. & En. R. R.	1,587,364		19,000		6,563	873
		+33,434				−9,972	−190
1482	St. L., Keokuk & N. Wn. R. R.	13,378,632	530,805		7,800	218,939	
		+1,986,932	+57,136			+40,317	
1483	St. P. & Duluth R. R.	10,731,656	1,971,471	2,000	1,518,164	878,037	81,645
		+9,472	+24,109	−500	+28,893	−209,803	+31,534
1484	Duluth S. Line Ry.	1,100,000				8,333	
1486	St. Cloud, Grantsb. & Asnl. R. R. [4]						
1487	Stillwater & St. P. R. R.	721,595					
		+842					
1488	Taylor's Falls & L. Sup. R. R.	615,000				6,300	
1489	St. P. Un. Depot Co.	727,287	18,395			24,612	165
						+1,114	+113
1490	Sioux Cy. & Nn. R. R.	3,205,888			1,000,000	177,510	24,307
		−154,112				+145,399	+6,018
1492	Sioux Falls Term. R. R.	[5] 300,000	[5]				
1496	Tabor & Nn. Ry.	77,837	4,246			873	
919	T. Haute & Indpls. R. R.: [6]						
1497	St. L., Van. & T. Haute R. R.	7,534,285	1,119,463			247,551	
		+1,052	+102,314			−140,433	
1499	Tol., Peoria & Wn. Ry.	8,971,900	([2])			122,511	
		+95,000				−11,410	
930	Wabash R. R.: [6]						
1501	Boone Co. & Boonv. Ry. [4]						
1507	Wabash, Chester & Wn. R. R.	1,904,336	20,541			15,127	
		+1,358,379	+923			−1,028	
1510	Win. & S. Wn. Ry.	4,408,250					
1511	Winona Brg. Ry.	784,000				15,521	
1512	Wis. & Chippewa Ry.	86,953				1,012	
		+11,742				−409	
1323	Chic. & N. Wn. Ry.: [6]						
1514	Frem., Elk. & Mo. Vy. R. R.	53,014,674	([2])				
		+315,816		−1,000			

[1] Insufficient data for this Table.
[2] Included in "cost of road."
[3] "Increase" or "decrease" not obtainable; no items for 1892 reported.
[4] No data for this Table.
[5] Estimated.
[6] Inserted to show relation of road following.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
								1463
		100,000	100,000					1464
		3,795,652	2,000,000	1,750,000	37,176		8,476	1465
		3,250,356	1,500,000	600,000	69,229		1,081,127	1466
		+147,664			+2,629		+145,035	
[1] 1,430,210		15,079,470	3,470,800	8,057,000	1,481,020	96,250	1,620,628	1470
+78,553		+105,711			+234,999		+133,167	
		1,005,686	500,000	485,000			20,686	1471
		+900					+900	
	238,262	1,795,850	1,000,000	550,000		245,850		1472
	+16,261	+19,800				+19,800		
		2,864,009	1,692,000	1,009,000	1,413		57,596	1473
		3,012,358	1,000,000	2,000,000			12,358	1474
		+1,968					+1,968	
		1,537,684	460,000	1,056,000			21,684	1475
		—357					—357	
		606,600	356,600	250,000				1476
		1,613,800	740,900	790,000	67,747		15,153	1481
		+23,272			+20,354		+2,918	
		14,136,176	5,443,800	8,150,000	349,544	51,250	113,973	1482
		+2,084,385		+2,050,000	+68,036	+29,750	—87,421	
[1] 109,674		15,352,706	9,626,218	3,000,000	388,730	60,467	172,650	1483
+7,060		—109,235	—222,800		+41,902		—8,960	
		1,108,333	600,000	500,000		8,333		1484
								1486
		721,595	400,000	224,000	97,595			1487
		+842		—24,500	+25,342			
		730,974	405,000	210,000	6,300			1488
		+7,060						
		770,459	350,000	250,000	170,459			1489
		+1,227			+1,227			
	92,898	4,500,603	1,440,000	1,920,000	140,603			1490
	+18,530	+15,835			+15,835			
		300,000	300,000					1492
903	4,983	88,842	23,650	44,430	20,762			1496
								919
		8,901,299	3,924,658	4,499,000	66,465	30,333	381,443	1497
		—37,067					—37,067	
	79,679	9,174,090	4,076,900	4,899,530	197,660			1499
	—58,022	+25,568		—35,470	+61,038			
								930
								1501
	21,905	1,961,909	1,250,000	690,000	21,909			1507
	+4,328	+1,362,602	+1,000,000	+390,000	—27,398			
	31,774	4,440,024	2,290,000	2,118,250		31,774		1510
		799,521	400,000	384,000		6,400	9,121	1511
	224	102,224	75,000		27,224			1512
	+224	+25,592			+26,768		—1,176	
								1323
		53,253,148	30,370,000	21,078,000	8,190	118,235	1,678,723	1514
		+66,852		—41,000	+6,030	—25	+101,847	

[1] "Sinking fund.,"

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (–)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1516	Gt. Falls & Can Ry. [1]						
1378	Gt. Nn. Ry.: [2]						
1517	Mont. Cent. Ry	13,594,486	([3])			95,363	81,205
		+405,470				—671,747	+20,336
1518	Kear. & Black H. Ry.	1,762,035	([3])	96,300		65,625	4,035
		—56,572		+96,300		+65,625	+4,035
1606	Mo. Pac. Ry.: [2]						
1521	Pac. Ry. in Nebr.	2,190,800					
1438	Nn. Pac. R. R.: [4]						
1523	Hel. & Red Mtn. R. R.	596,000				8,150	
1524	Nn. Pac. & Mont. R. R.	10,172,663				179,950	
		—9,971				+3,090	
1527	Sioux Cy., O'Neill & Wn. Ry.	5,960,923				81,192	
		+20,923				+55,175	—2,496
1529	Un. Pac. Ry.	155,662,567	([3])	34,025,084	18,908,908	15,405,845	1,973,948
		+314,086		—4,411,643	+484	—2,050,185	—55,334
1530	Lar., N. Park & Pac. R. R. & Tel. Co.	56,337	([3])				
1531	Brighton & Bould. Brh. R. R. [5]						
1532	Carb. Cut Off Ry.	286,661	([3])				
		+60,000					
1533	Mont. Un. Ry.	625,830	595,987			233,785	34,198
			—1,443			—89,581	—8,834
1535	Om. & Repub. Vy. Ry.	8,657,487	([3])			444	
		+13,046				—3,093	
1536	St. Jos. & Gr. I. R. R.	13,244,266	([3])		97,800	194,236	
		+3,305				—15,009	
1537	Kans. Cy. & Om. R. R	7,123,000				344,191	
						+73,992	
1538	Ark. & La. Ry.	897,484	([3])			7,892	328
		+3,131				+415	—276
1295	Atch., Top. & S. Fé R. R. [6]						
1544	Atl. & Pac. R. R	121,348,297	([3])			1,524,228	156,193
		+302,168				+136,690	+34,848
1545	Colo. Midl. Ry.	18,054,478	837,568		24,901	389,528	137,382
		+165,494				+127,422	—12,394
1546	Aspen S. Line Ry.	106,561				1,543	
		+92				—4,377	
1548	Manh., Al. & Bgame. Ry.	1,649,941	28,059			5,567	
						+1,720	
1549	St. L. & San Fran. Ry.	61,967,158	4,776,347	4,152,371	229,824	6,615,951	411,855
		+1,262,720		+20,974		+233,301	+165,069
1551	Ft. Smith & Van Buren Brg. Co.	975,000				184,345	
						+33,631	
1552	Kans. Cy. & S. Wn. R. R.	2,006,088					
		—614					
1553	Kans. Midl. Ry.	5,500,898	183,302				
1557	St. L., Kans. & S. Wn. R. R	2,090,612					
		+320					
1558	St. L., Salem & Ark. Ry.	1,951,032	([3])				
1559	St. L., Kans. Cy. & Colo. R. R.	3,824,279		28,621		7,304	4,902
		+1,013				—1,463	+478
1560	Wich. & Wn. Ry.	2,730,719	80,803				
		+3,300	+115				
1564	Choctaw Coal & Ry. Co.	2,041,190	270,349			93,261	10,627
		+3,777	+83,263		—12,500	+60,170	+ 252

[1] Insufficient data for this Table.
[2] Inserted to show relation of road following.
[3] Included in "cost of road."
[4] Inserted to show relation of two roads following.
[5] No data for this Table.
[6] Inserted to show relation of twelve roads following.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
								1516
								1378
	213,235	13,984,289	5,000,000	8,000,000	967,914			1517
	+213,235	—32,706			+147,464		—180,941	
[1] 19,388		2,546,137	1,577,280	862,000	66,575	7,288	27,457	1518
+19,388	—16,992	+710,538	+645,673	—25,000	+56,975	—104	+27,457	
								1606
	316,335	2,507,135	1,095,800	1,095,000	316,335			1521
	+54,750	+54,750			+54,750			
								1438
		808,150	400,000	400,000	150	8,000		1523
		12,181,213	1,878,600	8,843,000	3,090	176,860		1524
		—6,881			+3,090			
	2,024	6,044,139	3,600,000	2,340,000	104,139			1527
	+2,024	+75,026			+83,770		—8,144	
[1] 3,984,922		245,158,146	60,868,500	138,336,995	6,174,026	763,540		1529
+470,443		—6,934,481		—8,108,173	—718,216	—200,003		
	14,395	70,732	66,500		4,232			1530
	+3,054	+3,054			+3,054			
								1531
	7,961	294,622	280,000		14,622			1532
	+1,537	+61,537	+60,000		+1,537			
	273,035	1,762,827	850,000		912,827			1533
—2,464	—116,616	—218,938			—218,938			
[1] 131,552	[2]2,979,049	11,781,386	2,420,550	5,941,000	3,357,486	62,650		1535
+30,113	+318,071	+358,137			+358,137			
	352,178	13,900,711	4,600,000	8,721,406	426,705	70,000		1536
	+76,439	+61,185			—5,289			
	64,034	7,531,225	4,410,000	2,713,000	408,225			1537
	+6,145	+80,137			+80,137			
823		906,527	512,000	240,000	64,302	90,222		1538
+823		+4,093			—9,846	+13,936		
								1295
	12,502,432	135,531,150	79,760,300	38,913,629	16,538,155	219,066		1544
	+1,894,119	+2,367,825			+2,367,825			
52,082	884,402	21,174,296	8,000,000	11,382,572	1,670,874	120,850		1545
—40,833	+489,366	+729,055		+114,877	+606,911	+7,267		
	496	108,600	600	108,000				1546
	—235	—4,520			—4,520			
412	170,912	1,854,891	1,000,000	678,000	172,691			1548
+196	+34,438	+36,354			+36,402			
		78,613,471	26,359,300	42,686,300	3,375,756	382,868	4,223,247	1549
		+1,662,725		—141,800	+1,147,597	+26,009	+483,919	
		1,159,345	500,000	389,000			184,345	1551
		+33,631		—20,000			+33,631	
		2,006,088	1,238,800	744,000	23,288			1552
		—614			—614			
		5,684,200	3,004,200	2,680,000				1553
		2,090,612	1,180,000	890,000	20,612			1557
		+320			+320			
		1,951,032	1,100,000	810,000	41,032			1558
711	1,187,370	5,053,187	1,600,000	1,381,000	2,035,053	34,525		1559
+711	+218,016	+218,753			+218,246			
	637,713	3,449,235	1,035,000	1,747,000	667,235			1560
	+74,557	+77,972			+77,972			
	925,044	7,708,053	3,750,000	3,028,500	929,553			1564
	—91,368	+158,095		+84,000	+74,095			

[1] "Sinking fund."
[2] Excludes $123,326, used for company's "sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1566	Crystal Ry	65,880	29,641				
		+855					
1569	Denison & Washita Vy. Ry.	610,000				24,570	
						+15,475	
1570	Denver & Rio G. R. R.	101,013,810	5,209,438	1,350,880		1,139,679	482,227
		+84,497	—923,102	+424,478		—375,946	—22,509
1571	Rio G. Gunnison Ry.	100,000				562	
						—8	
1572	Rio G. Jctn. Ry.	3,849,300				48,540	4,717
						+4,359	—3,974
1573	Denver, Lakewood & Golden R. R.	353,123	44,105			100,616	1,475
1575	Dodge Cy., Montez. & Trin. Ry.	276,579				22	
						—312	
1576	Eureka Spgs. Ry	1,499,600		500		22,762	6,040
				—9,600		+2,222	+2,546
1583	Hutchinson & Sn. R. R. [1]						
1585	Kans. Cy. Belt Ry.	1,992,965	62,341			132,865	6,670
		+5,459	+3,448			+15,023	—2,429
1586	Kans. Cy., Ft. Scott & Memph. R. R.	25,119,348	4,717,046		209,562	1,538,276	410,018
		—6,028	—38,761		+199,481	+173,675	—4,316
1587	Current Riv. R. R.	3,041,793	175,721			25,088	2,201
		+10,148	+811			—13,320	—1,379
1589	Kans. Cy., Clinton & Springf. Ry.	4,811,876	240,817			49,190	5,339
		—2,421	+244			+7,177	—2,181
1592	Kans. Cy., Pittsb. & Gulf R. R. [2]	5,300,000	([3])			43,673	
1597	Little Rock & Memph. R. R. [4]						
1598	La., Ark. & Mo. R. R. [5]						
1600	Manitou & Pike's Peak Ry.	958,888	53,821			3,717	7,077
		+3,017	+3,025			—1,153	—1,330
1602	Miss. Riv. & Bonne T. Ry.	898,686	92,627			21,444	22,451
		+59,072	+37,353			—3,382	—8,027
1604	Mo., Kans. & Tex. Ry.	127,606,524	([3])			1,303,051	350,655
		+2,310,882				+5,858	—76,646
1605	Kans. Cy. & Pac. Ry	5,000,000					
1606	Mo. Pac. Ry.	49,590,297	([3])	28,109,444	27,783,171	4,939,786	1,059,500
		+303,909		+4,276,541	+80,985	—1,616,779	+69,157
1607	Boonv., St. L. & Sn. Ry. [4]						
1609	Kanop. & Kans. Cent. Ry.	525,000					
1610	Kans. & Colo. Pac. Ry.	49,030,100			1	13,433	
1611	Kans. Cy. & S. Wn. Ry. (of Mo.).	614,000					
1612	Kans. Cy. & S. Wn. Ry. (of Kans.)	826,000					
1613	Kans. S. Wn. Ry	769,440					
1614	Le Roy & Caney Vy. Air Line R. R.	1,060,000				13,000	
1617	Pueb. & State Line R. R.	3,820,000				227,000	
						+113,500	
1618	Rooks Co. R. R	775,000					
1619	St. L., Oakh. & Carondelet Ry.	800,000					
1620	Cent. Brh. Un. Pac. R. R.	4,001,300	9,000			8,696	
						—112,333	

[1] Insufficient data for this Table.
[2] Included in "cost of road."
[3] Report for six months ending June 30, 1893.
[4] No data for this Table.
[5] Road not in operation; no data for this Table.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14 15+ Miscellaneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	95,521	150	75,000	18,246	.....	2,125	1566
.....	−472	+383	.....	.....	−1,742	.....	+2,125	
.....	48,630	683,200	305,000	305,000	73,200	.....	.....	1569
.....	+2,825	+18,300	.....	.....	+18,300	.....	.....	
.....	.....	109,489,162	61,650,000	42,867,500	1,591,648	108,004	2,655,306	1570
−15,906	.....	−781,858	.....	.....	−867,910	.....	−71,333	
.....	.....	104,062	500	100,000	62	3,500	.....	1571
.....	.....	−8	.....	.....	−8	.....	.....	
.....	.....	3,902,557	2,000,000	1,850,000	28,675	7,709	16,173	1572
.....	.....	+385	.....	.....	−6,207	.....	+6,592	
.....	20,324	521,643	(1)	463,547	51,196	6,900	.....	1573
.....	32,137	2,244,838	2,000,000	.....	244,838	.....	.....	1575
.....	+4,728	+4,416	.....	.....	+4,416	.....	.....	
.....	.....	1,530,538	499,600	1,000,000	765	.....	30,173	1576
.....	.....	−3,823	.....	.....	−3,189	.....	−634	
.....	.....	.....	.....	.....	.....	.....	.....	1583
.....	.....	2,194,541	100,000	1,950,000	78,571	.....	66,270	1585
.....	.....	+21,510	.....	+20,000	−31,095	.....	+32,605	
[2] 359,878	.....	32,354,126	12,747,000	17,147,000	1,433,645	196,463	450,586	1586
−9,855	.....	+314,196	.....	−47,000	+292,064	−292	+66,121	
.....	44,858	3,289,661	1,606,000	1,606,000	57,586	20,075	.....	1587
.....	+18,136	+9,396	.....	.....	+9,396	.....	.....	
.....	387,052	5,494,274	1,775,400	3,250,000	427,959	40,915	.....	1589
.....	+40,460	+43,279	.....	.....	+43,279	.....	.....	
.....	13,782	5,357,405	2,650,000	2,650,000	57,405	.....	.....	1592
.....	.....	.....	.....	.....	.....	.....	.....	1597
.....	.....	.....	.....	.....	.....	.....	.....	1598
.....	.....	1,023,503	500,000	500,000	21,166	.....	2,337	1600
.....	−3,883	−324	.....	.....	−2,662	.....	+2,338	
.....	.....	1,035,208	300,000	.....	681,488	.....	53,720	1602
.....	.....	+85,016	.....	.....	+99,350	.....	−14,334	
460,128	.....	129,722,091	61,770,000	64,975,000	2,448,296	300,134	228,661	1604
+149,977	−9,385	+2,380,686	.....	+2,435,000	−381,475	+98,500	+228,661	
.....	.....	5,000,000	2,500,000	2,500,000	.....	.....	.....	1605
.....	.....	113,728,530	47,436,575	54,012,000	7,606,794	788,033	3,650,472	1606
.....	.....	+3,208,657	.....	+2,636,000	+294,799	+54,917	+142,447	
.....	.....	.....	.....	.....	.....	.....	.....	1607
.....	81,000	606,000	300,000	225,000	81,000	.....	.....	1609
.....	+13,500	+13,500	.....	.....	+13,500	.....	.....	
1,902,000	3,439,239	54,384,773	25,498,100	23,532,000	3,350,978	101,695	.....	1610
.....	+1,463,720	+1,463,720	.....	.....	+1,463,720	.....	.....	
.....	249,370	863,370	207,000	407,000	241,230	8,140	.....	1611
.....	+57,420	+57,420	.....	.....	+57,420	.....	.....	
.....	214,560	1,040,500	276,000	550,000	214,500	.....	.....	1612
.....	+33,000	+33,000	.....	.....	+33,000	.....	.....	
.....	145,080	914,520	397,440	372,000	145,080	.....	.....	1613
.....	+22,320	+22,320	.....	.....	+22,320	.....	.....	
.....	.....	1,073,000	540,000	520,000	13,000	.....	.....	1614
.....	425,625	4,472,625	1,550,000	2,270,000	624,250	28,375	.....	1617
.....	.....	+113,500	.....	.....	+113,500	.....	.....	
.....	123,750	898,750	500,000	275,000	123,750	.....	.....	1618
.....	+16,500	+16,500	.....	.....	+16,500	.....	.....	
.....	140,000	940,000	400,000	400,000	132,000	8,000	.....	1619
.....	+32,000	+32,000	.....	.....	+24,000	+8,000	.....	
.....	1,515,054	7,993,805	1,000,000	5,759,819	1,210,636	23,350	.....	1620
.....	+119,230	+98,432	.....	+51,017	+47,415	.....	.....	

[1] Capital stock excluded from this Table, being divided pro rata among the bondholders, and no cash realized therefor.

[2] "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (–)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Mo. Pac. Ry.—Continued. Cent. Brh. Un. Pac. R. R.—Continued.						
1621	Atch., Colo. & Pac. R. R.	5,595,496 +231				161,924 +6,159	
1622	Atch., Jew. Co. & Wn. R. R.	744,400 —400				23,638 +1,475	
1623	Kans. Cy., Wyand. & N. Wn. R. R.	20,855 +4,364	1,249 +476			805,847 +706,920	16,238 +1,902
1624	Kans. Cy., Law. & Wich. R. R.[1]						
1625	Law. & Emp. R. R.	985,611					
1626	Kans. Cy. & Beatrice R. R.					2,693	
1627	St. L., Iron Mtn. & Sn. Ry.	63,597,030 +2,006,536	(2)	4,804,508 +28	3,851,417 —5,202	608,285 +29,965	
1629	Kans. & Ark. Vy. Ry.	5,118,400 +18,100				85,300 +300	
1630	Little Rock & Ft. Smith Ry.	7,722,986 +44,282	(2)	117,464	6,748	105,552 +5,268	
1631	Little Rock Jctn. Ry.	840,264 +11				7,245 +30	
1632	Bellevue Vy. R. R.	30,000	2,500 +100				
1633	Sedalia, Warsaw & S. Wn. Ry.	524,419	(2)				
1634	Mo. Sn. R. R	112,306 +23,161	24,949 +10,536			—4,277	1,581 +1,581
1635	Mo. S. En. Ry.[3]						
1636	Montg. & Wn. R. R.[1]						
1639	Pine Bluff & En. R. R.[3]						
1644	St. L. S. Wn. Ry.	45,388,613 +1,424	1,609,327 +128,314	15,684,000	2,741,000	942,853 +265,033	155,684 —12,822
1649	St. L. Tr. Ry	494,336 +21,097	43,832				
1653	Term. R. R. Assn. of St. L.	8,553,670 +416,200	(2)		415,000	758,139 —533,550	10,370 —4,073
1654	St. L. Brg. Co	12,990,000				119,700	
1655	Tunnel R. R. of St. L.	1,250,000				37,500	
1656	Texarkana & Ft. Smith Ry.[4]	200,132				11,482	
1657	Texarkana & Shrevept. R. R.	176,000	(2)			11,033	
1658	Ultima T., Arkadel. & Miss. Ry.[3]						
1529	Un. Pac. Ry.:[5]						
1661	Denver, Leadv. & Gunnison Ry.	5,442,498 +10,708	(2)				
1662	Jctn. Cy. & Ft. Kear. Ry.	2,217,599 +1,001	(2)				
1663	Kans. Cent. R. R.	2,739,841 +579	(2)		250		
1664	Leav., Top. & S. Wn. Ry.	2,746,974	29,274			30,384	
1665	Sal. & S. Wn. Ry.	838,035	(2)				
1666	Solomon R. R.	1,705,891 +865				40,860 —100,480	

[1] No data for this Table.
[2] Included in "cost of road."
[3] Insufficient data for this Table.
[4] Report for seven months ending June 30, 1893.
[5] Inserted to show relation of eight roads following.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.]	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	5,757,420	1,522,400	4,070,000	2,070	40,700	122,250	1621
.....	.....	+6,390	.....	.....	−2,910	.....	+9,300	
.....	.....	768,038	202,400	542,000	465	5,420	17,753	1622
.....	.....	+1,075	−400	.....	+120	.....	+1,355	
339,391	.....	1,183,580	.....	.....	1,183,580	.....	.....	1623
+190,313	.....	+903,975	.....	.....	+903,975	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1624
367,502	.....	1,353,113	465,000	465,000	423,113	.....	.....	1625
+26,902	.....	+26,902	.....	.....	+26,902	.....	.....	
76,976	.....	79,669	.....	.....	79,669	.....	.....	1626
358,947	.....	75,830,151	25,788,925	42,302,376	3,377,503	507,506	3,853,841	1627
−60,361	.....	+1,839,633	.....	+1,177,185	+99,874	−34,133	+596,707	
.....	.....	5,203,700	1,706,400	3,412,000	85,300	.....	.....	1629
.....	.....	+18,400	+6,100	+12,000	+300	.....	.....	
368,317	.....	8,322,109	4,505,309	2,342,727	682,867	.....	791,206	1630
−35,542	.....	+14,136	.....	.....	+26,925	.....	−12,789	
.....	.....	870,578	400,000	435,000	5,731	6,525	23,322	1631
.....	.....	+41	.....	.....	+5,041	.....	−5,000	
7,500	.....	40,000	40,000	.....	.....	.....	.....	1632
−100	.....	.....	.....	.....	.....	.....	.....	
.....	.....	524,419	516,000	.....	7,016	.....	1,403	1633
.....	−4,259	−4,259	.....	.....	−5,661	.....	+1,402	
.....	.....	138,836	80,000	.....	28,970	.....	29,866	1634
.....	.....	+31,001	.....	.....	+28,970	.....	+2,031	
.....	.....	.....	.....	.....	.....	.....	.....	1635
.....	.....	.....	.....	.....	.....	.....	.....	1636
.....	.....	.....	.....	.....	.....	.....	.....	1639
37,165	.....	66,642,380	36,500,000	28,357,170	681,532	133,333	941,624	1644
+11,662	.....	+351,438	.....	+96,326	+68,445	.....	+189,946	
.....	25,266	563,434	199,800	.....	363,634	.....	.....	1649
.....	+19,529	+40,626	.....	.....	+40,626	.....	.....	
.....	.....	9,737,179	1,441,200	7,000,000	731,585	78,750	387,673	1653
.....	.....	−121,423	.....	.....	−168,817	.....	+64,114	
.....	.....	13,109,700	7,990,000	5,000,000	119,700	.....	.....	1654
.....	.....	1,287,500	1,250,000	.....	37,500	.....	.....	1655
.....	5,273	306,887	100,000	200,000	6,887	.....	.....	1656
.....	.....	187,033	176,000	.....	4,952	.....	6,081	1657
.....	.....	.....	.....	.....	.....	.....	.....	1658
.....	.....	.....	.....	.....	.....	.....	.....	1529
.....	775,133	6,217,631	3,000,000	2,308,000	892,321	17,310	.....	1661
.....	+139,972	+150,680	.....	.....	+150,680	.....	.....	
.....	937,772	3,155,371	1,056,100	1,141,000	940,583	17,688	.....	1662
.....	+92,068	+93,069	.....	.....	+93,069	.....	.....	
.....	1,928,881	4,668,972	1,348,000	1,348,000	1,952,752	20,220	.....	1663
.....	+171,024	+171,603	.....	.....	+171,603	.....	.....	
.....	981,007	3,787,639	1,380,000	1,380,000	1,027,639	.....	.....	1664
.....	+121,316	+121,316	.....	.....	+121,316	.....	.....	
.....	275,875	1,113,910	288,400	540,000	274,710	10,800	.....	1665
.....	+38,520	+38,520	.....	.....	+38,520	.....	.....	
.....	50,969	1,797,720	1,108,850	575,000	108,120	5,750	.....	1666
.....	−30,945	−130,560	.....	.....	−130,560	.....	.....	

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (−)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
	Un. Pac. Ry.—Continued.						
1668	Un. Pac., Denver & Gulf Ry.	45,153,693 +307,120	(1)	1,354,800 −201,000	11,192,943	510,563 +26,795	
1669	Un. Pac., Linc & Colo. Ry.	6,267,460 +849	587,489 +360				
1670	White & Black Riv. Vy. Ry.	644,582 +5,525	71,215			23,758 +1,444	4,898 −466
1295	Atch., Top. & S. Fé R. R.[2]						
1675	Gulf, Colo. & S. Fé Ry	24,269,813 +458,824	2,230,365 +101,667	11,047	25,000	570,156 −143,382	144,179 −88,600
1677	Austin & N. Wn. R. R.[3]	3,157,244	(1)			127,458	12,959
1680	Chic., Rock I. & Tex. Ry.[4]	946,961				41,903	
1686	Ft. Wor. & Rio G. Ry.	5,700,100 +61,400				38,284 −2,271	23,344 +3,039
1687	Galv. & Wn. Ry.	275,535 +19,455	8,250			7,484 +105	
1689	Hearne & Brazos Vy. R. R.	101,046	8,296			2,029	
1690	Houston & Tex. Cent. R. R.[5]	27,646,386				357,003	46,782
1691	Ft. Wor. & N. O. Ry.	1,245,162 +37,206	(1)			60,683 −9,500	
1692	Cent. Tex. & N. Wn. Ry.[3]	496,077	1,068			30,295	1,642
1693	Houston Belt & Magnolia Park Ry.[6]						
1694	Houston E. & W. Tex. Ry.	4,600,732	(1)			36,972	6,504
1695	Houston & Shrevept. R. R.[7]						
1697	Internat. & Gt. Nn. R. R.	28,753,017 +101,097	(1)	245,000 +204,500	60,000	510,605 +30,688	145,667 −24,606
1698	Galv., Houston & Hend. R. R. of 1882.	3,000,000	(1)			−483	
1699	Kans. Cy. Watkins & Gulf Ry.[8]	3,727,098	142,521			972,522	24,786
1708	Minden R. R. & Compress Co.	48,916	8,429 +3,729			5,084 −3,958	
1712	N. O. & N. Wn. Ry.[6]						
1719	Paris, Marsh. & Sab. Pass Ry.[7]						
1720	Pecos Vy. Ry	858,571 +105,675		696,000	710,200 +10,000	72,198 −26,008	5,122 −3,510
1721	Pecos Riv. R. R	1,368,342 +114,100		57,000 −14,000		15,934 −7,060	
1722	Rio G. R. R	358,141	44,941			23,136 +5,942	1,000 −25
1723	Rio G. & Eagle Pass Ry.[6]						
1725	St. L. S. Wn. Ry. of Tex.	15,485,151 +4,025	1,609,327 +127,381			103,177 −12,060	65,552 +1,706
1726	Tyler S. En. Ry	1,136,597 +125	106,978 −956				
1727	San Ant. & Aransas Pass Ry.[8]	22,987,790	(1)			223,026	51,690
1729	Sherman, Shrevept. & Sn. Ry.[9]	4,652,212				39,346	11,654

[1] Included in "cost of road."
[2] Inserted to show relation of road following.
[3] "Increase" or "decrease" not obtainable, no items for 1892 reported.
[4] Report for period January 22 to June 30, 1893.
[5] Report for three month ending June 30, 1893.
[6] Insufficient data for this Table.
[7] No data for this Table.
[8] Report for nine months ending June 30, 1893.
[9] Report for five months ending June 30, 1893.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	308,769	58,564,837	33,837,093	22,436,000	2,208,484	83,260	.....	1668
.....	—38,348	+106,813	.....	.....	+107,130	—317	.....	
60,471	293,651	7,209,071	2,309,800	4,431,000	275,252	55,388	.....	1669
—3,398	+29,349	+27,160	.....	—48,000	+31,158	—600	.....	
.....	.....	764,401	323,000	278,000	114,025	.....	49,376	1670
.....	.....	+6,803	.....	.....	+9,150	.....	—2,347	
								1295
.....	5,965,977	33,531,598	4,560,000	21,160,000	7,610,161	126,960	.....	1675
.....	+835,651	+969,573	.....	.....	+932,448	.....	.....	
.....	.....	2,297,661	1,016,000	1,920,000	159,977	.....	201,684	1677
.....	.....	988,864	7,520	840,000	119,247	.....	22,097	1680
.....	209,261	5,970,989	2,777,100	2,923,000	270,889	.....	.....	1686
.....	+40,388	+102,556	+61,700	—300	+41,156	.....	.....	
8,903	14,800	334,027	317,000	.....	17,027	.....	.....	1687
—20,106	+1,716	+1,170	.....	.....	+1,170	.....	.....	
.....	.....	111,371	52,870	35,000	11,914	.....	11,587	1689
.....	414,695	28,524,876	10,000,000	16,463,420	732,489	298,570	.....	1690
.....	3,061	1,308,906	300,000	709,000	299,906	.....	.....	1691
.....	—11,918	+15,788	.....	.....	+15,788	.....	.....	
.....	.....	529,082	200,000	180,000	18,771	2,700	127,611	1692
.....	.....	.....	.....	.....	.....	.....	.....	1693
764	.....	4,644,972	1,920,000	2,688,000	29,982	.....	6,990	1694
.....	.....	.....	.....	.....	.....	.....	.....	1695
45,471	.....	30,174,700	9,755,000	18,566,649	493,559	190,548	1,168,944	1697
—33,843	.....	+74,962	.....	+3,558,649	—3,757,821	—1,116	+275,250	
417	44,306	3,044,723	1,000,000	2,000,000	19,723	25,000	.....	1698
+166	—25,640	—25,957	.....	.....	—25,957	.....	.....	
1,675	66,861	4,935,465	1,967,400	1,967,400	1,000,665	.....	.....	1699
364	.....	62,793	39,350	.....	.....	.....	23,443	1708
+364	.....	+135	+25	.....	.....	.....	+110	
.....	.....	.....	.....	.....	.....	.....	.....	1712
.....	.....	.....	.....	.....	.....	.....	.....	1719
.....	.....	2,349,011	1,105,000	1,116,000	99,384	13,950	14,677	1720
.....	—10,781	+82,226	.....	+77,000	—10,413	+962	+14,677	
.....	.....	1,441,436	691,200	696,000	17,556	.....	36,680	1721
.....	—56,530	+36,510	.....	.....	—170	.....	+36,680	
.....	.....	449,333	255,200	109,000	.....	.....	85,136	1722
.....	.....	+5,917	.....	—13,000	.....	.....	+18,917	
.....	.....	.....	.....	.....	.....	.....	.....	1723
.....	674,358	17,940,323	2,500,000	14,524,670	915,653	.....	.....	1725
.....	+540,638	+426,368	.....	+96,326	+330,042	.....	.....	
.....	71,446	1,315,140	250,000	990,000	71,540	.....	.....	1726
.....	+25,679	+22,154	.....	.....	+19,427	.....	.....	
10,560	186,433	23,459,689	5,000,000	17,822,905	636,784	.....	.....	1727
2,670	6,625	4,711,907	1,551,800	3,100,000	60,107	.....	.....	1729

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (–)

No.	Abbreviated name of road.	ASSETS.					
		Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1731	Sn. Pac. Co.			2,333,178	121,762,570	9,265,430	5,192,567
				+462,600	+3,070,474	+2,030,181	—51,567
1732	Galv., Harrisb. & San Ant. Ry.	48,465,344	4,774,304			676,224	
		+196,546	+30,087			+1,769	
1733	La. Wn. R. R	6,601,818				50,495	
		+207,209				—422	
1734	Morgan's La. & Tex. R. R.	22,308,651		419,000	781,248	1,157,839	
		+738,678		+419,000	—45,486	+67,369	
1735	Gulf, Wn. Tex. & Pac. Ry.	2,132,112	(1)			283,032	
		+307,111			—19,100	+280,335	
1736	N. Y., Tex. & Mexican Ry.	2,413,092	(1)			6	
		+13,782					
1737	Tex. & N. O. R. R. of 1874.	11,743,956	(1)			1,153,161	
		+170,332				+356,809	
1738	Tex. Transp. Co.	355,054	(1)				
		—10,618				—87	
1740	Tex. & Pac. Ry	80,535,299	(1)	1,803,494	6,736,279	901,753	225,042
		+11,458			+349	—3,566	—62,131
1741	Tex. Cent. R. R	6,000,000				83,448	3,947
		+6,000,000				+35,446	+3,837
1742	Tex. Mexican Ry.	4,901,155	72,726			15,930	
1743	Tex. Midl. R. R. [2]	1,288,385	(1)			49,944	
1744	Tex., Sab. Vy. & N. Wn. Ry.	963,000	35,000			11,505	500
		+48,000				+3,657	
1747	Tex. Trunk R. R. [3]						
1529	Un. Pac. Ry.: [4]						
1668	Un. Pac., Denver & Gulf Ry.: [5]						
1749	Ft. Wor. & Denver Cy. Ry.	17,360,196	(1)	403,000	393,134	334,531	59,761
		—143,838		+190,000	+3,134	+43,903	+5,572
1750	Ft. Wor. & Denver Term. Ry.	400,000					
1752	Velasco Term. Ry.	587,979	218			21,980	1,610
1753	Vicksb., Shrevept. & Pac. R. R.	9,717,344	519,748			87,050	33,781
						—25,561	+3,250
1755	Weatherf., Minl. Wells & N. Wn. Ry.	1,018,022	(1)			14,442	429
						+10,332	—103
1756	Wich. Vy. Ry.	1,790,051	(1)	251,000		91,466	220
						+3,279	—503
1758	Arcata & Mad Riv. R. R. [3]						
1759	Ariz. & New Mex. Ry.	1,513,110	69,276			9,320	30,033
						+2,888	+614
1760	Ariz. & S. En. R. R.	456,126	18,661			65,726	2,500
						+24,176	—834
1295	Atch., Top. & S. Fé R. R.: [5]						
1762	New Mex. & Ariz. R. R.	7,003,922				134,849	7,015
						+67,152	+1,951
1763	Sn. Cal. Ry.	25,203,425	495,062		14,631	751,855	75,665
		+87,686	+7,289	—892		+565,000	—21,105
1768	Buckspt. & Elk Riv. R. R.	211,000	35,887			16,128	4,601
		+2,947	—2,100			—7,607	+947
1771	Carson & Colo. Ry.	6,380,000	(1)			13,623	12,835
1776	Colusa & L. R. R.	157,780	31,846			960	
		+977	+37			+960	

[1] Included in "cost of road."
[2] Report for period, February 25 to June 30, 1893.
[3] Insufficient data for this Table.
[4] Inserted to show relation of three roads following.
[5] Inserted to show relation of two roads following.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
[1] 75,450	.....	142,737,207	119,047,170	2,929,000	13,363,774	1,096,680	6,300,583	1731
+450	.....	+7,498,641	+4,000	+1,029,000	+4,010,051	+9,038	+2,446,552	
[1] 524,701	1,808,212	58,034,382	27,084,400	26,435,840	4,277,592	236,550	.....	1732
+30,239	+1,045,285	+1,293,125	.....	.....	+1,293,125	.....	.....	
.....	.....	6,652,313	3,360,000	2,240,000	189,197	.....	863,116	1733
.....	.....	+206,787	.....	.....	+20,249	.....	+186,538	
.....	.....	24,666,738	15,000,000	6,745,716	23,722	.....	2,897,300	1734
.....	.....	+1,179,561	.....	.....	+1,441	.....	+1,178,120	
.....	74,968	2,736,479	500,000	2,224,000	3,212	9,267	.....	1735
.....	+74,968	+646,573	.....	+771,000	−35,113	+9,267	−98,581	
.....	354,106	2,767,204	630,040	1,518,000	603,681	15,483	.....	1736
.....	−1,350	+12,432	.....	.....	+12,432	.....	.....	
73,698	.....	13,750,432	5,000,000	5,189,098	288,104	101,670	3,171,560	1737
−1,280	.....	+595,469	.....	+491,673	−159,040	+10,000	+252,836	
.....	19,173	374,227	28,400	.....	345,827	.....	.....	1738
.....	+3,684	−7,021	.....	.....	−7,021	.....	.....	
4,233,443	66,878	94,784,216	38,710,900	54,525,225	1,309,975	163,384	.....	1740
+180,964	−456,929	−184,405	.....	+135,175	−312,710	.....	.....	
.....	.....	6,087,395	[2] 4,000,000	2,000,000	34,805	.....	52,590	1741
.....	.....	+6,039,273	+4,000,000	+2,000,000	+17,935	.....	+21,338	
.....	1,201,450	6,196,436	2,500,000	2,340,000	1,356,436	.....	.....	1742
.....	+142,159	+142,159	.....	.....	+142,159	.....	.....	
75,000	326	1,413,655	500,000	900,000	13,655	.....	.....	1743
.....	67,127	1,077,132	475,000	523,000	79,132	.....	.....	1744
.....	−20,411	+31,246	.....	+48,000	−16,754	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1747
								1529
								1668
.....	.....	18,561,949	9,375,000	8,336,000	459,604	43,547	347,798	1749
.....	.....	+98,771	.....	.....	+158,864	+1,065	−61,158	
.....	.....	400,000	200,000	200,000	.....	.....	.....	1750
.....	.....	611,987	343,100	.....	19,813	.....	9,074	1752
17,452	1,437,587	11,812,962	1,601,500	7,997,963	1,780,916	13,230	.....	1753
−3,826	+277,603	+251,475	.....	−51,053	+279,276	.....	.....	
281	74,276	1,107,450	500,000	500,000	97,450	10,000	.....	1755
+20	+23,457	+33,706	.....	.....	+33,706	.....	.....	
.....	.....	2,132,737	1,020,000	1,020,000	85,935	6,802	.....	1756
.....	.....	+2,776	.....	.....	+9,812	−7,036	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1758
.....	197,127	2,814,489	1,500,000	1,294,533	7,011	12,945	.....	1759
.....	+197,127	−1,132,471	.....	.....	−1,509	.....	−1,130,962	
.....	.....	543,013	400,000	.....	9,998	.....	133,015	1760
.....	.....	+23,342	.....	.....	+367	.....	+22,975	
								1295
1,606	.....	7,147,392	3,682,000	3,263,000	135,460	.....	58,922	1762
−290	.....	+68,813	.....	.....	+69,539	.....	.....	
6,076	214,915	28,762,912	12,804,000	12,284,740	1,562,355	13,280	.....	1763
−14,687	−241,577	+382,997	.....	.....	+382,450	.....	.....	
.....	.....	539,906	500,000	.....	141	.....	39,765	1768
.....	.....	−5,813	.....	.....	+47	.....	−5,860	
.....	.....	6,407,458	4,380,000	2,000,000	11,385	.....	16,073	1771
.....	.....	197,172	100,500	70,000	.....	.....	26,672	1776
.....	.....	+2,297	.....	.....	−3,999	.....	+6,296	

[1] "Sinking fund."

[2] Amount authorized; issued and outstanding, $3,974,200.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)

No.	1	2	3	4	5	6	7
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	Materials and supplies.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1777	Coos Bay, Roseb. & En. R. R. & Nav. Co. [1]						
1781	Eureka & Palisade R. R.	1,848,206	120,758	100,000		25,218	11,400
						—3,683	—1,606
1787	Gt. Salt L. & Hot Spgs. Ry. [2]						
1791	Ilwaco Ry. & Nav. Co. [2]						
1797	Los Ang. Term. Ry. [3]	4,526,083	(4)			11,022	5,080
		+26,092				—18,496	+769
1799	Maricopa & Phœnix R. R.	1,345,251				20,394	
						+6,163	
1803	Nev.-Cal.-Oregon Ry. [3]	12,533	141			4,186	24,895
1438	Nn. Pac. R. R.: [5]						
1806	Cent. Wash. R. R	1,961,622				231,678	
		+735				—435	
1808	Coeur d'Alene Ry. & Nav. Co.	2,732,617	(4)			19,410	
		+1,107				+270	
1812	Spokane & Palouse Ry.	3,243,227				34,055	
		+3,600				+270	
1816	Seattle, L. Shore & En. Ry.	9,574,230	494,232		251,550	63,482	
		+28,822				—36,463	
1817	N. Pac. Coast R. R.	3,295,971				28,584	7,279
		+20,314				—11,489	—1,211
1759	Oregon & Wash. T. R. R. [6]						
1833	Rio G. Wn. Ry.	26,326,829	1,574,090	3,481,713	1,411,500	653,830	322,153
		+103,047	+33,417	+2,024,572	+40,400	—32,119	+75,922
1839	Salt L. & Los Ang. Ry. [7]						
1841	San Fran. & N. Pac. Ry.	10,437,096	(4)			90,393	40,386
		+61,114				—12,668	+3,843
1851	Sierra Vy. & Mohawk R. R. [1]						
1852	Silv. Cy. & Nn. R. R					2,733	147
						+2,597	—370
1731	Sn. Pac. Co.: [8]						
1854	Cal. Pac. R. R	19,536,644	(4)			983,713	
						+277,281	
1855	Cent. Pac. R. R.	170,799,031	(4)	120	1,430,709	4,015,626	
		+1,480,304		—55,000	+8,800	—1,106,847	
1856	Northern Ry	24,700,623	(4)			1,665,321	
		+47,290				+570,257	
1857	Nn. Cal. Ry.	2,225,000	(4)				
1858	Oregon & Cal. R. R	35,037,146	(4)			18,913	
		+428,014				—484,095	
1859	Oregonian R. R.	1,531,100	(4)				
1796	Portl. & Willamette Vy. Ry. [9]						
1860	Portl. & Yamhill R. R. [10]	874,053	(4)			5,668	
1861	Sn. Pac. R. R. of Ariz.	28,892,359	2,686,473				
		+529,444	+2,341				
1862	Sn. Pac. R. R. of Cal.	123,945,056	(4)	92,000		1,764,113	
		+1,281,710		—786,000		+1,449,893	

[1] Road not in operation; no data for this Table.
[2] No data for this Table.
[3] Report for six months ending June 30, 1893.
[4] Included in "cost of road."
[5] Inserted to show relation of four roads following.
[6] Report of Receiver for period July 1 to November 4, 1892. Reorganized as Washington and Columbia River Ry.; November 4, 1892.
[7] Insufficient data for this Table.
[8] Inserted to show relation of twelve roads following.
[9] Report of Receiver for two months ending August 31, 1892. Reorganized as Portland and Yamhill R. R., August 31, 1892.
[10] Report for ten months ending June 30, 1893.

THE YEAR ENDING JUNE 30, 1893—Continued

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
								1777
		2,137,082	[1] 1,000,000	1,000,000	107,671		29,411	1781
		—5,289			+28,379		—33,668	
								1787
								1791
	3,577	4,546,292	3,000,000	1,500,000	46,292			1797
	+3,577	+11,942			+11,942			
		1,365,645	600,000	540,000	10,692		14,953	1799
	—46,147	—39,984			—49,537	—5,400	+14,953	
		41,755			35,833		5,922	1803
								1438
		3,693,300	1,500,000	2,150,000	300	43,000		1806
		+300			+300			
		2,752,027	1,000,000	1,238,000	840	18,570		1808
		+1,377			+840	—570		
		4,277,282	1,000,000	2,984,000	1,170	32,885		1812
		+3,870			+270			
[2] 5,556	982,998	11,508,558	4,150,000	5,675,000	55,870	138,950		1816
—56,204	+257,701	+307,758			—31,111	—2,925		
	786,414	4,118,248	2,500,000	1,490,000	128,248			1817
	—6,012	+1,602			+1,602			
								1759
		33,877,211	16,250,000	16,000,000	1,520,257		92,545	1833
		+2,282,334		+2,000,000	+392,832		—113,910	
								1839
[3] 28,135		10,596,010	6,000,000	4,188,000	91,341		214,669	1841
+1,738		+54,027		+64,000	—97,718		+61,745	
								1851
		2,880			1,547		1,333	1852
	—239	+1,988			+655		+1,333	
								1731
		20,520,357	12,000,000	6,825,500	228,124		1,466,733	1854
		+277,281		—1,000	+5,445		+272,836	
[4] 24,268,742		200,614,173	68,000,000	59,008,000	3,608,617		2,710,314	1855
+610,345		+937,678		—677,000	+351,293		—23,965	
[5] 320,811		26,686,755	12,896,000	9,907,000	59,114		3,311,918	1856
+52,697		+670,244		—12,000	+53,390		+576,156	
		2,225,000	[6] 1,280,000	945,000				1857
[6] 722,163	1,008,047	36,824,056	19,000,000	17,045,000	289,057			1858
—117,299	+388,008	+215,109		+9,000	+257,196			
		1,531,100	1,531,100					1859
								1796
	11,733	891,454	285,000		606,454			1860
		31,578,832	19,995,000	10,000,000	328,570		1,255,262	1861
		+531,785			+264,706		+267,079	
[5] 1,310,495		129,653,194	66,577,000	47,721,500	681,039		2,745,130	1862
+241,852		+2,006,511	+1,441,700	+645,000	—1,112,913		+641,816	

[1] Cash realized from sale of $2,000,000, "outstanding."
[2] Includes $3,396 "sinking fund."
[3] Includes $25,527, "sinking fund."
[4] Includes $10,131,965 "sinking fund."
[5] "Sinking fund."
[6] Includes $51,178, "sinking fund."

TABLE VI.—GENERAL BALANCE SHEET

[Showing Increase (+) or Decrea

No.	1	2	3	4	5	6	
		ASSETS.					
	Abbreviated name of road.	Cost of road.	Cost of equipment.	Bonds owned.	Stocks owned.	Cash and current assets.	M su
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	I
	Sn. Pac. Co.—Continued.						
1863	Sn. Pac. R. R. of New Mex.	9,648,326 +3,824	1,534,453 +1,704			298,019 +168,371	
1864	S. Pac. Coast Ry.	11,500,000	(1)				
1867	Sumpter Vy. Ry.[2]						
1529	Un. Pac. Ry.:[3]						
1870	Echo & Park Cy. Ry.	968,963 +1	(1)			19,869 +2,861	
1871	Oregon S. Line & Utah Nn. Ry.	59,318,301 +70,165	1,605,322 —23,863	2,128,811 —406,683	14,256,132 —14,246	1,574,195 —1,804,761	
1872	Oregon Ry. & Nav. Co. (lessor).	36,663,892 +188,242	(1)	8,414,543 —1,903,139	1,609,114 —1,127	1,233,382 —87,664	
1873	Cascade R. R.[4]						
1874	Col. & Palouse R. R.[4]						
1875	Mill Ck. Flume & Mfg. Co.[4]						
1876	Oregon Ry. Ex. Co.	1,512,060	(1)			999,520	
1878	Wash. & Idaho R. R.	6,924,399	(1)		201		
1881	Utah Cent. Ry.[4]						
1882	Vancouver, Klickitat & Yakima R. R.[5]	113,870	10,104			5,737	
1883	Va. & Truckee R. R.	3,979,319 +41,948	658,825			65,459 —26,492	
1884	Visalia R. R.[6]						
1885	Visalia & Tulare R. R[7]						
1887	Wash. & Col. Riv. Ry.[8]	7,156,910				45,491	
1888	Wash. Sn. Ry. (of Wash.)[7]						

[1] Included in "cost of road."
[2] Report for six months ending June 30, 1893; insufficient data for this Table.
[3] Inserted to show relation of eight roads following.
[4] No data for this Table.
[5] "Increase" or "decrease" not obtainable; no items for 1892 reported.
[6] Report for eighteen months ending June 30, 1893; insufficient data for this Tabl
[7] Insufficient data for this Table.
[8] Report for period, November 4, 1892 to June 30, 1893.

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1892.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous. Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
[1] 337,483	.....	11,818,281	6,888,800	4,180,000	64,483	.....	347,514	1862
+63,650	.....	+237,549	.....	.....	+63,650	.....	+110,249	
.....	.....	11,500,000	6,000,000	5,500,000	.....	.....	.....	1864
.....	.....	.....	.....	.....	.....	.....	.....	1867
.....	.....	.....	.....	.....	.....	.....	.....	1529
.....	286,368	1,275,200	480,000	480,000	315,200	.....	.....	1870
.....	+11,738	+14,400	.....	.....	+14,400	.....	.....	
[1] 442,268	3,297,059	83,688,517	26,244,853	49,969,000	5,065,685	729,517	.....	1871
+154,459	+1,060,016	—932,230	.....	—159,000	—1,146,444	—1,750	.....	
[2] 670	.....	49,889,257	24,000,000	22,707,000	1,663,974	134,721	259,598	1872
—63,707	.....	—1,937,582	.....	—117,000	—1,826,027	.....	—36,699	
.....	.....	.....	.....	.....	.....	.....	.....	1873
.....	.....	.....	.....	.....	.....	.....	.....	1874
.....	.....	.....	.....	.....	.....	.....	.....	1875
25,193	.....	2,536,773	1,000,000	1,511,580	.....	25,193	.....	1876
74,125	.....	6,998,725	2,308,200	4,447,500	168,900	74,125	.....	1878
.....	.....	.....	.....	.....	.....	.....	.....	1881
.....	.....	129,711	60,000	.....	34,730	.....	11,603	1882
.....	47,290	5,065,883	5,000,000	.....	65,883	.....	.....	1888
.....	+35,158	—9,135	.....	.....	—9,135	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	1884
.....	.....	.....	.....	.....	.....	.....	.....	1885
[3] 20,046	.....	7,244,428	3,000,000	4,175,000	28,878	.....	40,550	1887
.....	.....	.....	.....	.....	.....	.....	.....	1888

[1] "Sinking fund." [2] "Sinking fund. Debit item.
[3] Includes $13,747, "sinking fund."

INDEXES.

EXPLANATORY NOTE.

It will be observed in the "Index to Railways" that following the names of railways are Roman and Arabic numerals, which refer respectively to the numbers of groups and of railways as used in Table I and all succeeding tables in this report, thus furnishing a convenient means of locating any railway on the page referred to. In "Supplement B" of Table 1, pages 222 to 229, inclusive, the numbers used apply only to the roads there given, and are the numbers of the same roads appearing in the report for the year ending June 30, 1892. Some of these roads appear in Table II and following tables, with the same number printed in bold-faced type, for the purpose of presenting their statistics up to the date of a corporate change within the present year.

INDEX TO RAILWAYS.

Page.

) and Waycross R. R. (V, 1088).. 166, 266, 320, 362, 390, 442, 494, 556
rd and Northeastern R. R. (VI, ... 178, 272, 324, 364, 392, 448, 496, 562
i and Rock Fish R. R. (IV, 941).. 156
i and West End R. R. (IV, 942).. 156, 262, 316, 360, 388, 436, 492, 552
and Pennsylvania Ry. (II, 163).. 108, 240, 304, 349, 382, 412, 481, 518
County R. R. (I, 58) 100
i and Ohio River R. R. (III, 699). 140, 254, 310, 356, 385, 428, 488, 540
ck Ry. (II, 289) 114, 242, 304, 350, 382, 414, 482, 522
ick and Saint Lawrence Ry. (II, ... 222
and Western Ry. (VI, 1293) 91, 178
id Chicago Junction R. R. (III, ... 140, 254, 356, 428, 488, 540
and Vicksburg Ry. (V, 1089).... 166, 266, 320, 362, 390, 442, 494, 556
Great Southern R. R. (V, 1090).. 166, 266, 320, 362, 390, 442, 494, 556
Midland Ry. (V, 1091) 166, 266, 320, 362, 390, 442, 494, 556
Mineral R. R. (V, 1198) 170, 268, 363, 444, 495, 560
nd Susquehanna R. R. (II, 279) . 112, 242, 350, 414, 482, 522
nd Vermont R. R. (II, 285) 114, 242, 350, 414, 482, 522
Florida and Northern Ry. (V, ... 224
e and Raleigh R. R. (IV, 948) ... 156
l Centerville Ry. (VI, 1407) 184, 276, 326, 366, 393, 452, 498, 568
iver R. R. (X, 1757) 87, 212
r and Rich Mountain R. R. (IV, ... 90, 156
nd Sloan's Logging R. R. (V, ... 166
y and Kinzua R. R. (II, 165)..... 108, 240, 304, 349, 382, 412, 481, 518
y Valley Ry. (II, 535)..... 128, 248, 308, 353, 384, 422, 485, 534
n R. R. (II, 570) 130, 248, 354, 422, 486, 536
n Terminal R. R. (II, 571)..... 130, 248, 354, 422, 486, 536
ınd Northern R. R. (III, 700).... 140, 254, 310, 356, 385, 428, 488, 540
and Quinton R. R. (II, 562)..... 130, 248, 354, 422, 485, 536
and Manchester R. R. (V, 1093). 166
rminal R. R. (VI, 1421) ..... 226, Clearfield and Northern R. R. 6) 108
l College Ry. (VI, 1294) 178
z R. R. (V, 1094)..... 166
ım, Chuctanunda and Northern (II, 410) 120, 244, 351, 416, 483, 526
ggin R. R. (I, 94)..... 102
s and Baltimore Short Line II, 167)..... 108

Page.

Annapolis, Washington and Baltimore R.R. (II, 168)..108, 240, 304, 349, 382, 412, 481, 518
Aransas Pass Harbor Co. (IX, 1674)..... 206
Arcadia, Gulf Coast and Lakeland R. R. V, 1095) 87, 166
Arcata and Mad River R. R. (X, 1758) 87, 212, 290, 338, 373, 399, 466, 505, 582
Arizona and New Mexico Ry. (X, 1759)... 212, 290, 338, 373, 399, 466, 505, 582
Arizona and Southeastern R. R. (X, 1760). 212, 290, 338, 373, 399, 466, 505, 582
Arkansas and Louisiana Ry. (VIII, 1538) . 198, 282, 332, 369, 396, 458, 501, 574
Arkansas Central Ry. (VIII, 1539)..... 198
Arkansas Midland R. R. (VIII, 1540)..... 198
Arkansas Southern R. R. (VIII, 1541)..... 198
Arlington R. R. (II, 458)..... 122
Arnot and Pine Creek R. R. (II, 461)..... 122
Aroostook River R. R. (I, 46)..... 93
Asheville and Craggy Mountain Ry. (IV, 944) 156
Asheville and Spartanburg R. R. (IV, 1020)..... 160, 262, 360, 438, 492, 554
Ashland Coal and Iron Ry. (V, 1096) 166
Ashley River R. R. (IV, 980)..... 156, 262, 360, 436, 492, 552
Aspen and Western R. R. (VIII, 1493) ... 226
Aspen Short Line Ry. (VIII, 1546) 198, 282, 369, 458, 501, 574
Astoria and Portland Ry. (X, 1761)..... 212
Astoria and South Coast R. R. (X, 1696).. 228
Atchison, Colorado and Pacific R.R. (VIII, 1621)..... 202, 284, 370, 460, 502, 578
Atchison, Jewell County and Western R. R. (VIII, 1622) 202, 284, 370, 460, 502, 578
Atchison, Topeka and Santa Fé R. R. (VI, VIII, IX, X, 1295) 88, 178, 198, 206, 212, 220, 272, 282, 286, 290, 294, 324, 332, 336, 338, 340, 364, 369, 371, 373, 375, 392, 396, 398, 399, 400, 448, 458, 462, 466, 470, 496, 501, 503, 505, 507, 562, 574, 580, 582
Atlanta and Charlotte Air Line Ry. (V, 1254)..... 174, 268, 363, 446, 495, 562
Atlanta and Florida R. R. (V, 1097)..... 166
Atlanta and Mount Pleasant R. R. (IX, 1676) 206
Atlanta and West Point R. R. (V, 1098) .. 166, 266, 320, 362, 390, 442, 494, 556
Atlantic and Danville Ry. (IV, 945)..... 156, 262, 316, 360, 388, 436, 492, 552
Atlantic and North Carolina R. R. (IV, 946)..... 156, 262, 316, 360, 388, 436, 492, 552
Atlantic and Northwest Ry. (I, 44)..... 98
Atlantic and Pacific R. R. (VIII, X, 1544). 198, 212, 220, 282, 290, 294, 332, 338, 340, 369, 373, 375, 396, 399, 400, 458, 466, 472, 501, 505, 507, 574
Atlantic and Saint Lawrence R. R. (I, 86). 102, 236, 300, 347, 380, 408, 479, 514
Atlantic and Western R. R. (of Florida) (V, 1056) 224
Atlantic City R. R. (II, 611)..... 134, 250, 308, 355, 384, 424, 486, 538
Atlantic Coast Line Association (IV, 947). 156, 262, 316, 360, 388, 436, 492, 552

Page.

Atlantic, Tennessee and Ohio R. R. (IV, 1022) 160, 262, 360, 438, 492, 554
Attica and Freedom R. R. (II, 169) 108
Attica, Covington and Southern R. R. (III, 931) 154
Attleborough Branch R. R. (I, 140) 104, 238, 348, 410, 480, 516
Augusta and Savannah R. R. (V, 1116) ... 166
Augusta and Summerville R. R. (V, 1100). 166
Augusta, Gibson and Sandersville R. R. (V, 1058) 224
Augusta Southern R. R. (V, 1099) 166
Au Sable and Northwestern R. R. (III, 701) 140
Austin and Northwestern R. R. (IX, 1677) 90, 206, 286, 336, 371, 398, 462, 503, 580
Avon, Geneseo and Mount Morris R. R. (II, 429) 88, 120, 244, 352, 418, 483, 528
Bachman Valley R. R. (II, 170) 108, 240, 304, 349, 382, 412, 481, 518
Bald Eagle Valley R. R. (II, 482) 124, 246, 352, 420, 484, 520
Baltimore and Cumberland Valley R. R. (II, 676) 136, 252, 355, 426, 487, 540
Baltimore and Cumberland Valley R. R. Extension (II, 677) ... 136, 252, 355, 426, 487, 540
Baltimore and Cumberland Valley Ry. (II, 678) 136, 252, 355, 426, 487, 540
Baltimore and Delaware Bay R. R. (II, 171) 108, 240, 304, 349, 382, 412, 481, 518
Baltimore and Eastern Shore R. R. (II, 173) 108, 240, 304, 349, 382, 412, 481, 518
Baltimore and Harrisburg Ry. (II, 679) .. 136, 252, 308, 355, 384, 426, 487, 540
Baltimore and Harrisburg Ry. Western Extension (II, 680) 136
Baltimore and Lehigh R. R. (II, 175) 89, 108
Baltimore and New York R. R. (II, 177) .. 108
Baltimore and Ohio R. R. (II, III, IV, 176) .. 89, 90, 108, 140, 156, 220, 240, 254, 262, 294, 304, 310, 316, 340, 349, 356, 360, 375, 382, 385, 388, 400, 412, 428, 436, 470, 481, 488, 492, 507, 518, 540, 552
Baltimore and Ohio and Chicago R. R. (III, 702) 140, 254, 356, 428, 488, 540
Baltimore and Ohio Southwestern R. R. (III, 715) 140, 254, 310, 356, 385, 428, 488, 542
Baltimore and Philadelphia R. R. (II, 178) 89, 108, 240, 349, 412, 481, 518
Baltimore and Potomac R. R. (II, 551) 130, 248, 354, 422, 485, 534
Baltimore and Sparrow's Point R. R. (II, 548) 130
Bangor and Aroostook R. R. (I, 1) 96, 234, 300, 346, 380, 406, 478, 512
Bangor and Katahdin Iron Works Ry. (I, 3) 96
Bangor and Piscataquis R. R. (I, 2) 96, 234, 346, 406, 478, 512
Bangor and Portland Ry. (II, 199) 110, 240, 304, 349, 382, 412, 481, 520
Barberton Belt Line R. R. (III, 716) 89, 140
Barclay R. R. (II, 201) 110, 240, 304, 349, 382, 412, 481, 520
Bare Rock R. R. (II, 202) 89, 110
Barre R. R. (I, 4) 96
Barre Branch R. R. (I, 106) 102
Bartlett and Albany R. R. (I, 5) 96
Bath and Hammondsport R. R. (II, 203) .. 110, 240, 304, 349, 382, 412, 481, 520
Baton Rouge, Mobile and Ponchatoula R. R. (IX, 1678) 206
Battle Creek and Sturgis Ry. (III, 839) ... 87, 148, 256, 357, 432, 489, 546
Bay City and Battle Creek Ry. (III, 840) .. 148, 256, 357, 432, 489, 546
Bay City Belt Line R. R. (III, 788) 87, 144
Bay Ridge and Annapolis R. R. (II, 174) .. 108, 240, 304, 349, 382, 412, 481, 518
Bear Lake and Eastern R. R. (III, 717) ... 140
Beattyville and Cumberland Gap R. R. (V, 1101) 166
Beaver and Ellwood R. R. (III, 718) 89, 140, 254, 310, 356, 385, 428, 488, 542
Bedford and Bloomfield R. R. (III, 828) ... 148
Bedford and Bridgeport Ry. (II, 483) 124, 246, 352, 420, 484, 530

Page.

Bedford Belt Ry. (III, 719) 87, 140
Beech Creek R. R. (II, 423) 88, 120, 244, 306, 351, 383, 418, 483, 528
Belfast and Moosehead Lake R. R. (I, 95) .. 102, 236, 347, 408, 479, 514
Bellaire, Zanesville and Cincinnati Ry. (III, 720) 140, 254, 310, 356, 385, 428, 488, 542
Bellefonte Central R. R. (II, 204) 89, 110
Belleville and Carondelet R. R. (VI, 1471). 190, 278, 367, 454, 499, 572
Belleville and Eldorado R. R. (VI, 1472) .. 190, 278, 367, 454, 499, 572
Belleville and Southern Illinois R. R. (VI, 1473) 190, 278, 367, 454, 499, 572
Bellevue Valley R. R. (VIII, 1632) 202, 284, 332, 370, 396, 460, 502, 578
Bellingham Bay and British Columbia R. R. (X, 1764) 90, 212
Bellingham Bay and Eastern R. R. (X, 1765) 90, 212
Belt Ry. of Chicago (VI, 1296) 178, 272, 324, 364, 392, 448, 496, 564
Belvidere Delaware R. R. (II, 523) 94, 128, 248, 353, 422, 485, 532
Bennington and Glastenbury Railroad and Manufacturing Co. (I, 6) 96
Bennington and Rutland Ry. (I, 7) 96, 234, 300, 346, 380, 406, 478, 512
Bentonville R. R. (VIII, 1561) 198
Bergen and Dundee R. R. (II, 451) 222
Bergen County R. R. (II, 430) 120
Berkeley Springs and Potomac R. R. (II, 197) 108, 240, 304, 349, 382, 412, 481, 530
Berkshire R. R. (I, 127) ... 104, 236, 347, 410, 479, 516
Berlin R. R. (II, 186) 108, 240, 349, 412, 481, 518
Berlin Branch R. R. (II, 681) 136, 252, 308, 355, 384, 426, 487, 540
Big Level and Kinzua R. R. (II, 208) 89, 110
Big Stone Gap and Powells Valley Ry. (IV, 968) 156, 262, 316, 360, 388, 436, 492, 552
Birmingham and Atlantic R. R. (V, 1102). 166, 266, 320, 362, 390, 442, 494, 556
Birmingham, Laney and Piedmont R. R. (V, 1103) 166
Birmingham Mineral R. R. (V, 1199) 170, 268, 363, 444, 495, 580
Birmingham, Selma and New Orleans Ry. (V, 1104) 166, 266, 320, 362, 390, 442, 494, 556
Birmingham, Sheffield and Tennessee River Ry. (V, 1105) 166, 266, 320, 362, 390, 442, 494, 556
Black and Cache River R. R. (VIII, 1562). 198
Black Hills and Fort Pierre R. R. (VI, 1297) 178, 272, 324, 364, 392, 448, 496, 564
Black Lake and Sherman Valley R. R. (X, 1701) 90, 228
Blanchard R. R. (X, 1766) 212
Blanchard Extension R. R. (II, 205) 110
Bloomsburg and Sullivan R. R. (II, 206) .. 110
Blue Island R. R. (VI, 1393) 184, 276, 365, 450, 497, 568
Blue Ridge and Atlantic R. R. (V, 1106) .. 166
Bodie and Benton Ry. (X, 1767) 87, 212
Bolling R. R. (V, 1107) 166
Boone County and Boonville Ry. (VI, 1501) 192, 278, 367, 454, 499, 572
Boonville, Saint Louis and Southern Ry. (VIII, 1607) 202, 284, 370, 460, 501, 578
Boston and Albany R. R. (I, 8) 96, 234, 300, 346, 380, 406, 478, 512
Boston and Lowell R. R. (I, 14) 96, 234, 346, 406, 478, 512
Boston and Maine R. R. (I, 13) 96, 234, 300, 346, 380, 406, 478, 512
Boston and New York Air Line R. R. (I, 123) 104, 236, 347, 410, 479, 516
Boston and Providence R. R. (I, 139) 104, 238, 348, 410, 480, 516
Boston, Revere Beach, and Lynn R. R. (I, 40) 98, 234, 300, 346, 380, 408, 478, 514
Bowling Green R. R. (III, 739) 142
Bradford Ry. (II, 684) 138
Bradford, Eldred and Cuba R. R. (II, 212) 88, 222
Bradford, Bordell and Kinzua Ry. (II, 207) 89, 110
Bradford, Richburg and Cuba R. R. (II, 213) 88, 222

Page.

d and Northern Minnesota R. R. . 1298) 88, 178
rille and Bowman R. R. (IV, 969) .. 90, 156
boro and Whitehall R. R. (I, 56) ... 100
n Railroad and Manufacturing Co. 1108) 166
n and Saco River R. R. (I, 41) 98, 234, 300, 346, 380, 408, 478, 514
ine Beach R. R. (II, 612) 134, 250, 355, 424, 486, 538
n and Boulder Branch R. R. (VII,) 194, 280, 330, 368, 395, 456, 500, 574
y, Helena and Indian Bay R. R. II, 1492) 266
R. R. (I, 42) 98
Belt Line Ry. (V, 1100) 166
Elizabethtown and North Caro- Ry. (V, 1110) 166
ort and Shawmut R. R. (II, 448) ... 122
ne R. R. (I, 79) 100
ne and Pepperell R. R. (I, 80) 100
n and Brighton Beach R. R. (II, ... 110
n and Jamaica R. R. (VI, 372) 118
n and Rockaway Beach R. R. (II, ... 110
n, Bath and West End R. R. (II, ... 88, 222
tone and Middletown R. R. (II, 211) 89, 110, 240, 304, 349, 382, 412, 481, 520
rood and Northwestern Ry. (VIII,) 204
ick and Chillicothe R. R. (VI, 1502) 88, 192
ick and Western R. R. (V, 1111) .. 166, 266, 320, 362, 390, 442, 494, 558
gham R. R. (IV, 954) 224
ort and Elk River R. R. (X, 1768) . 212, 290, 338, 378, 399, 466, 505, 582
rista R. R. (II, 225) 110
and Erie Basin R. R. (II, 424) 120
and Southwestern R. R. (II, 431) .. 120, 244, 352, 418, 483, 528
Bradford and Pittsburgh R. R. (II, ... 120
Creek R. R. (II, 581) 132, 250, 354, 424, 486, 536
Creek Transfer R. R. (II, 212) ... 110, 240, 304, 349, 382, 412, 481, 520
New York and Erie R. R. (II, 434) 122, 246, 352, 418, 483, 528
Rochester and Pittsburgh Ry. (II, ... 88, 89, 110, 240, 304, 349, 382, 412, 481, 520
ton and Lamoille Valley R. R. (I, 51) 100
ton and North western Ry. (VI,) 178, 272, 324, 364, 392, 448, 496, 564
ton and Western Ry. (VI, 1300) .. 178, 272, 324, 364, 392, 448, 496, 564
ton, Cedar Rapids and Northern (VI, 1301) 88, 178, 272, 324, 364, 392, 448, 496, 564
le and Cumberland River Ry. (V,) 166
unnel Ry. (VIII, 1547) 198
on R. R. (II, 484) .. 124, 246, 352, 420, 484, 530
Valley R. R. (VIII, 1563) 198
and Northeastern R. R. (III, 722) . 87, 140
ills R. R. (VI, 1261) 91, 226
Coal Mining Co.'s R. R. (V, 1067) . 224
. R. (II, 221) 110, 240, 349, 412, 481, 520
id Kanawha Valley R. R. (IV, 970) . 90, 156
on, Vernon and Shreveport R. R. , 1679) 206
ina Ry. (X, 1769) 212
ina and Nevada R. R. (X, 1770) 87, 212
ina Pacific R. R. (X, 1854) 216, 290, 373, 466, 505, 584
t and Blue Island Ry. (VI, 1307) .. 178, 272, 324, 364, 392, 448, 496, 564
t River Ry. (III, 873) 150, 258, 358, 432, 490, 548
a and Clearfield R. R. (II, 485) 89, 124, 246, 352, 420, 484, 530
dge and Seaford R. R. (II, 553) ... 130, 248, 354, 422, 485, 534
a and Atlantic R. R. (II, 536) 128, 248, 308, 353, 384, 422, 485, 534
a and Burlington County R. R. (II, ... 128, 248, 353, 422, 485, 532

Page.

Camden County R. R. (II, 613) 134, 250, 308, 355, 384, 424, 486, 538
Campbell Hall Connecting Ry. (II, 619) .. 134
Canada Southern Bridge Co. (III, 841) ... 148, 258, 357, 432, 489, 546
Canadian Pacific Ry. (I, 43) 19, 98, 220, 234, 294, 300, 340, 346, 375, 380, 400, 408, 470, 478, 507, 514
Canastota Northern R. R. (II, 319) 116, 242, 350, 414, 482, 524
Canton, Aberdeen and Nashville R. R. (V, 1174) 170, 268, 362, 444, 494, 560
Cape Fear and Cincinnati Ry. (IV, 940) ... 224
Cape Fear and Yadkin Valley Ry. (IV, 971) 156, 262, 316, 360, 388, 436, 492, 552
Cape May and Sewell's Point R. R. (VI, 223) 222
Carbon Cut Off Ry. (VII, 1532) 91, 196, 280, 330, 368, 395, 456, 500, 574
Carbondale and Shawneetown R. R. (VI, 1476) 190, 278, 367, 454, 499, 572
Carolina Central R. R. (IV, 1056) 162, 264, 316, 361, 388, 438, 493, 556
Carolina, Cumberland Gap and Chicago R. R. (IV, 1069) 162, 264, 361, 440, 493, 556
Carolina, Knoxville and Western Ry. (IV, 973) 156, 262, 316, 360, 388, 436, 492, 552
Carolina Midland Ry. (IV, 974) 156, 262, 316, 360, 388, 436, 492, 552
Carrabelle, Tallahassee and Georgia R. R. (V, 1113) 166
Carson and Colorado R. R. (X, 1707) 228
Carson and Colorado Ry. (X, 1771) 212, 290, 338, 373, 399, 466, 505, 582
Carteret and Sewaren R. R. (II, 226) 110
Carteret Extension R. R. (II, 227) 110
Carthage R. R. (IV, 975) 156, 262, 316, 360, 388, 436, 492, 552
Carthage and Adirondack Ry. (II, 218) ... 88, 110, 240, 304, 349, 382, 412, 481, 520
Carthage, Watertown and Sacketts Harbor R. R. (II, 418) 120, 244, 351, 418, 483, 528
Cascade R. R. (X, 1873) ... 216, 292, 374, 468, 506, 586
Cashie and Chowan R. R. (IV, 976) 156
Cashie and Roanoke R. R. (IV, 977) 156
Casper and Hare Creek R. R. (X, 1772) ... 87, 212
Catasauqua and Fogelsville R. R. (II, 219) . 110, 240, 304, 349, 382, 412, 481, 520
Catawissa R. R. (II, 572) 130
Catonsville Short Line R. R. (II, 552) 130, 248, 354, 422, 485, 534
Catskill and Tannersville R. R. (II, 665) .. 88, 136
Catskill Mountain Ry. (II, 220) 88, 110, 240, 304, 349, 382, 412, 481, 520
Cayuga and Susquehanna R. R. (II, 291) .. 114, 242, 350, 414, 482, 522
Cedar Falls and Minnesota R. R. (VI, 1398) 184, 276, 366, 450, 497, 568
Cedar Rapids and Clinton Ry. (VI, 1302) . 178, 272, 364, 448, 496, 564
Cedar Rapids, Iowa Falls and Northwestern Ry. (VI, 1303) . 88, 178, 272, 364, 448, 496, 564
Central Arizona R. R. (X, 1773) 212
Central Branch Union Pacific R. R. (VIII, 1626) 202, 284, 332, 370, 396, 460, 502, 576
Central Georgia Lumber Co.'s R. R. (V, 1114) 166
Central Massachusetts R. R. (I, 15) 96, 234, 346, 406, 478, 512
Central Michigan R. R. (III, 705) 224
Central New England and Western R. R. (II, 228) 222
Central New York and Western R. R. (II, 222) ... 88, 110, 240, 304, 349, 382, 412, 481, 520
Central Ohio R. R. (III, 704) 140, 254, 356, 428, 488, 540
Central Pacific R. R. (X, 1855) 216, 290, 373, 468, 505, 584
Central Pennsylvania and Western R. R. (II, 223) 110
Central R. R. and Banking Co. of Georgia (V, 1115) . 14, 156, 166, 266, 320, 362, 390, 442, 494, 558
Central R. R. of New Jersey (II, 224) 89, 110, 240, 304, 349, 382, 412, 481, 520
Central R. R. of South Carolina (IV, 955) . 156, 262, 360, 436, 492, 552
Central Texas and Northwestern Ry. (IX, 1692) 206, 286, 336, 371, 398, 462, 503, 580

Page.

Central Union Depot and Ry. Co. of Cincinnati (III, 723) 140, 254, 310, 356, 385, 428, 488, 542
Central Vermont R. R. (I, 50) 88, 100, 112, 234, 240, 300, 347, 349, 380, 408, 414, 478, 481, 514, 520
Central Washington R. R. (X, 1806) 90, 214, 290, 373, 466, 505, 584
Centralia and Chester R. R. (VI, 1308) .. 178
Chambersburg and Gettysburg R. R. (II, 260) 89, 112, 242, 304, 350, 382, 414, 482, 522
Champaign and Sidney R. R. (VI, 1503) .. 192
Charleston and Savannah Ry. (IV, 979) .. 156, 262, 316, 360, 388, 436, 492, 552
Charleston, Cincinnati and Chicago R. R. (IV, 981) 158, 262, 316, 360, 388, 436, 492, 552
Charleston, Clendenin and Sutton R. R. (IV, 982) 90, 158
Charleston, Sumter and Northern R. R. (IV, 983) 158, 262, 316, 360, 388, 436, 492, 552
Charlotte, Columbia and Augusta R. R. (IV, 1021) 160, 262, 360, 438, 492, 554
Charlottesville and Rapidan R. R. (IV, 1042) 162
Chartiers Ry. (III, 892) ... 152, 258, 358, 434, 490, 550
Chartiers Connecting R. R. (III, 893) 152, 258, 358, 434, 490, 550
Chateaugay R. R. (II, 261) 112, 242, 304, 350, 382, 414, 482, 522
Chateaugay Ry. (II, 262) . 112, 242, 350, 414, 482, 522
Chatham R. R. (I, 141) 104, 238, 348, 410, 480, 516
Chattanooga and Augusta R. R. (V, 1079) . 224
Chattanooga and Lookout Mountain R. R. (V, 1124) 166
Chattanooga Southern Ry. (V, 1125) 166, 266, 320, 362, 390, 442, 494, 558
Chattanooga Union Ry. (V, 1126) 166
Chautauqua Lake Ry. (III, 724) 140
Cheraw and Chester Narrow Gauge R. R. (IV, 1023) 160, 262, 361, 438, 492, 554
Cheraw and Darlington R. R. (IV, 949) ... 156
Cheraw and Salisbury R. R. (IV, 950) 156
Cherry Grove R. R. (III, 923) 154, 260, 359, 434, 491, 550
Cherry Valley R. R. (VI, 1309) 178
Cherry Valley, Sharon and Albany R. R. (II, 280) 114
Chesapeake and Nashville Ry. (V, 1127) . 166, 266, 320, 362, 390, 442, 494, 558
Chesapeake and Ohio Ry. (IV, V, 984) 90, 158, 166, 220, 262, 266, 294, 316, 320, 340, 360, 362, 375, 388, 390, 400, 436, 442, 470, 492, 494, 507, 552, 558
Chesapeake, Ohio and Southwestern R. R. (V, 1237) ... 87, 172, 268, 322, 363, 391, 446, 495, 562
Chester R. R. (II, 295) 114, 242, 350, 414, 482, 522
Chester and Delaware River R. R. (II, 614) 134, 250, 308, 355, 384, 424, 486, 538
Chester and Lenoir Narrow Gauge R. R. (IV, 1024) 160, 262, 361, 438, 493, 554
Chester Creek R. R. (II, 558) 130, 248, 354, 422, 485, 534
Chestnut Hill R. R. (II, 573) 130, 248, 354, 422, 486, 536
Chicago and Alton R. R. (VI, 1310) 88, 178, 198, 220, 272, 282, 294, 324, 364, 369, 375, 392, 448, 458, 470, 496, 501, 507, 564
Chicago and Calumet Terminal Ry. (VI, 1316) 87, 178, 272, 324, 364, 392, 448, 496, 564
Chicago and Eastern Illinois R. R. (VI, 1317) 178, 272, 324, 364, 392, 448, 496, 564
Chicago and Erie R. R. (III, 867) 150, 258, 312, 358, 386, 432, 490, 548
Chicago and Grand Trunk Ry. (III, 790) . 144, 256, 310, 357, 385, 430, 489, 544
Chicago and Indiana Coal Ry. (VI, 1318) . 178
Chicago and Kenosha Ry. (VI, 1332) 180, 272, 324, 364, 392, 448, 496, 564
Chicago and North Michigan R. R. (III, 728) 87, 140
Chicago and Northern Pacific R. R. (VI, 1453) 188, 278, 328, 366, 394, 452, 498, 570
Chicago and Northwestern Ry. (VI, 1323) . 180, 194, 272, 280, 324, 330, 364, 368, 392, 395, 448, 456, 496, 500, 564, 572
Chicago and Ohio River R. R. (VI, 1328) 180, 272, 324, 364, 392, 448, 496, 564
Chicago and South Bend R. R. (III, 725) . 87, 140, 254, 310, 356, 385, 428, 488, 542
Chicago and Southeastern Ry. (of Illinois) (VI, 1329) 180, 272, 324, 364, 392, 448, 496, 564

Page.

Chicago and Southeastern Ry. (of Indiana) (III, 726) 140
Chicago and Springfield R. R. (VI, 1394) 184, 276, 365, 450, 497, 568
Chicago and State Line R. R. (III, 860) .. 150, 258, 358, 432, 490, 548
Chicago and West Michigan Ry. (III, 727) 87, 140, 254, 310, 356, 385, 428, 488, 542
Chicago and Western Indiana R. R. (VI, 1321) 180, 272, 364, 448, 496, 564
Chicago, Burlington and Kansas City Ry. (VI, 1330) 180, 272, 324, 364, 392, 448, 496, 564
Chicago, Burlington and Northern R. R. of Illinois (VI, 1332) 180
Chicago, Burlington and Northern R. R. of Wisconsin and Minnesota. (VI, 1331) ... 88, 91, 180, 272, 324, 364, 392, 448, 496, 564
Chicago, Burlington and Quincy R. R. (VI, VII, 1333) 88, 91, 180, 194, 220, 272, 280, 294, 324, 330, 340, 364, 368, 375, 392, 395, 400, 448, 456, 470, 496, 500, 507, 564
Chicago, Decorah and Minnesota Ry. (VI, 1804) 178, 272, 364, 448, 496, 564
Chicago, Detroit and Canada Grand Trunk Junction Ry. (III, 793) 144, 256, 310, 357, 385, 430, 489, 544
Chicago, Fairchild and Eau Claire River R. R. (VI, 1336) 91, 180
Chicago, Fort Madison and Des Moines Ry. (VI, 1337) . 180, 272, 324, 364, 392, 448, 496, 564
Chicago Great Western Ry. (VI, 1338) ... 180, 272, 324, 364, 392, 448, 496, 564
Chicago, Havana and Western R. R. (VI, 1395) 184, 276, 365, 450, 497, 568
Chicago, Iowa and Dakota Ry. (VI, 1341) 180
Chicago, Kalamazoo and Saginaw Ry. (III, 735) 142
Chicago, Kansas City and Texas Ry. (VI, 1294) 226
Chicago, Madison and Northern R. R. (VI, 1396) 184, 276, 365, 450, 497, 568
Chicago, Milwaukee and Saint Paul Ry. (VI, 1342) . 91, 180, 272, 324, 364, 392, 448, 496, 564
Chicago, Peoria and Saint Louis Ry. (VI, 1411) 186, 276, 366, 452, 498, 568
Chicago, Rock Island and Pacific Ry. (VI, VIII, 1344) 180, 198, 220, 274, 282, 294, 324, 332, 340, 364, 369, 375, 392, 396, 400, 448, 458, 470, 496, 501, 507, 566
Chicago, Rock Island and Texas Ry. (IX, 1680) 90, 206, 286, 336, 371, 398, 462, 503, 580
Chicago, Saint Louis and New Orleans R. R. (V, 1175) 170, 268, 362, 444, 494, 560
Chicago, Saint Louis and Paducah Ry. (VI, 1474) 190, 278, 367, 454, 499, 572
Chicago, Saint Paul and Kansas City Ry. (VI, 1339) 180, 272, 364, 448, 496, 566
Chicago, Saint Paul, Minneapolis and Omaha Ry. (VI, VII, 1348) 180, 194, 220, 274, 280, 294, 324, 330, 340, 364, 368, 375, 392, 395, 400, 450, 456, 470, 496, 500, 507, 566, 570
Chicago, Wisconsin and Minnesota R. R. (VI, 1452) 188, 278, 366, 452, 498, 570
Chickamauga and Durham R. R. (V, 1129). 166
Chilton Lumber Co.'s R. R. (V, 1130) 160
Chino Valley Ry. (X, 1774) 87, 212
Chippewa River and Menomonie Ry. (VI, 1351) 91, 182, 274, 324, 365, 392, 450, 497, 566
Choctaw Coal and Ry. Co. (VIII, 1564) .. 198, 282, 332, 369, 396, 458, 501, 574
Cincinnati and Dayton Ry. (III, 740) 142
Cincinnati and Kentucky Southern R. R. (V, 1131) 168, 266, 320, 362, 390, 442, 494, 558
Cincinnati and Muskingum Valley Ry. (III, 886) 152, 258, 312, 358, 386, 434, 490, 548
Cincinnati and Southern Ohio River R. R. (III, 759) 142
Cincinnati and Westwood R. R. (III, 736). 142, 254, 310, 356, 385, 428, 488, 542
Cincinnati, Dayton and Chicago R. R. (III, 745) 142, 254, 310, 356, 385, 428, 488, 542
Cincinnati, Dayton and Ironton R. R. (III, 741) 142
Cincinnati, Georgetown and Portsmouth R. R. (III, 737) 142, 254, 310, 356, 385, 428, 488, 542
Cincinnati, Hamilton and Dayton R. R. (III, 738) 142, 254, 310, 356, 385, 428, 488, 542

Page.

Cincinnati, Hamilton and Indianapolis R. R. (III, 746) 142, 254, 310, 356, 385, 428, 488, 542
Cincinnati, Jackson and Mackinaw Ry. (III, 747) ... 87, 89, 142, 254, 310, 356, 385, 428, 488, 542
Cincinnati, Lebanon and Northern Ry. (III, 748) ... 142, 254, 310, 356, 385, 428, 488, 542
Cincinnati, New Orleans and Texas Pacific Ry. (V, 1132) ... 168, 266, 320, 362, 390, 442, 494, 558
Cincinnati, New Richmond and Ohio River R. R. (III, 749) ... 142
Cincinnati Northwestern Ry. (III, 750) .. 142
Cincinnati, Portsmouth and Virginia R. R. (III, 751) ... 142, 254, 310, 356, 385, 428, 488, 542
Cincinnati, Richmond and Fort Wayne R. R. (III, 888) ... 152, 258, 358, 434, 490, 550
Cincinnati, Saginaw and Mackinaw R. R. (III, 792) ... 144, 256, 310, 357, 385, 430, 489, 544
Cincinnati Southern Ry. (V, 1133) ... 168, 266, 362, 442, 494, 558
Cincinnati, Wabash and Michigan Ry. (III, 742) ... 224
Clarendon and Pittsford R. R. (I, 59) ... 100, 236, 300, 347, 380, 408, 479, 514
Clarion River Ry. (II, 264) ... 112, 242, 304, 350, 382, 414, 482, 522
Clarksville and North Carolina R. R. (IV, 1034) ... 160, 264, 361, 438, 493, 554
Clealum R. R. (X, 1807) ... 90, 214
Clearfield and Mahoning Ry. (II, 214) ... 89, 110
Cleveland and Mahoning Valley Ry. (III, 862) ... 150, 258, 358, 432, 490, 548
Cleveland and Marietta Ry. (III, 753) ... 142, 254, 310, 356, 385, 428, 488, 544
Cleveland and Pittsburgh R. R. (III, 874) . 89, 150, 258, 358, 432, 490, 548
Cleveland, Akron and Columbus Ry. (III, 754) ... 142, 254, 310, 356, 385, 428, 488, 542
Cleveland Belt and Terminal R. R. (III, 756) ... 89, 142, 254, 356, 428, 488, 542
Cleveland, Canton and Southern R. R. (III, 755) .. 89, 142, 254, 310, 356, 385, 428, 488, 542
Cleveland, Cincinnati, Chicago and Saint Louis Ry. (III, VI, 758) ... 87, 89, 142, 182, 220, 254, 274, 294, 310, 324, 340, 356, 365, 375, 385, 392, 400, 428, 450, 470, 488, 497, 507, 542, 566
Cleveland, Lorain and Wheeling R. R. (III, 768) ... 144, 254, 310, 356, 385, 430, 488, 542
Cleveland, Wooster and Muskingum Valley R. R. (III, 706) ... 140
Clove Branch R. R. (II, 265) ... 112, 242, 304, 350, 382, 414, 482, 522
Cloverport Oil and Coal Co.'s R. R. (V, 1134) ... 168
Cœur d'Alene Railway and Navigation Co. (X, 1808) ... 214, 290, 373, 466, 505, 584
Colchester R. R. (I, 124) ... 104
Colebrookdale R. R. (II, 574) ... 130, 250, 354, 422, 486, 536
Colorado Eastern Ry. (VIII, 1565) ... 198
Colorado Midland Ry. (VIII, 1545) ... 198, 282, 332, 369, 396, 458, 501, 574
Columbia and Greenville R. R. (IV, 1025) . 160, 264, 361, 438, 493, 554
Columbia and Palouse R. R. (X, 1874) ... 216, 292, 374, 468, 506, 586
Columbia and Port Deposit Ry. (II, 486) .. 124, 246, 352, 420, 484, 530
Columbia and Puget Sound Ry. (X, 1775) . 90, 212
Columbia, Newberry and Laurens R. R. (IV, 964) ... 156, 262, 316, 360, 388, 436, 492, 552
Columbus and Cincinnati Midland R. R. (III, 707) ... 140
Columbus and Maysville Ry. (III, 752) .. 142
Columbus and Xenia R. R. (III, 896) ... 89, 152, 258, 359, 434, 490, 550
Columbus, Findlay and Northern Ry. (III, 742) ... 142
Columbus, Hocking Valley and Toledo Ry. (III, 769) ... 144, 254, 310, 356, 385, 430, 488, 542
Columbus, Hope and Greensburg R. R. (III, 760) ... 142
Columbus, Kinkora and Springfield R. R. (II, 487) ... 124, 246, 352, 420, 484, 530
Columbus, Shawnee and Hocking Ry. (III, 770) ... 89, 144, 254, 310, 356, 385, 430, 488, 544

Page.

Columbus Southern Ry. (V, 1135) ... 168, 266, 320, 362, 390, 442, 494, 558
Colusa and Lake R. R. (X, 1776) ... 212, 290, 338, 373, 399, 466, 505, 582
Concord and Claremont R. R. (I, 20) ... 96
Concord and Montreal R. R. (I, 61) ... 100, 236, 300, 347, 380, 408, 479, 514
Concord and Portsmouth R. R. (I, 62) ... 100, 236, 347, 408, 479, 514
Conesus Lake Ry. (II, 436) ... 122
Confluence and Oakland R. R. (II, 179) ... 108, 240, 349, 412, 481, 518
Connecticut and Passumpsic Rivers R. R. (I, 16) ... 96, 234, 346, 406, 478, 512
Connecticut River R. R. (I, 24) ... 98, 234, 300, 346, 380, 408, 478, 512
Connecting Ry. (II, 530) . 128, 248, 353, 422, 485, 534
Connecting Terminal R. R. (II, 266) ... 112, 242, 304, 350, 382, 414, 482, 522
Consolidated R. R. of Vermont (I, 52) ... 100, 234, 347, 408, 478, 514
Constable Hook R. R. (II, 228) ... 110
Cooperstown and Charlotte Valley R. R. (II, 267) ... 88, 112
Cooperstown and Susquehanna Valley R. R. (II, 268) ... 88, 112
Coos Bay, Roseburg and Eastern Railroad and Navigation Co. (X, 1777) ... 212, 290, 338, 373, 399, 466, 505, 584
Corning, Cowanesque and Antrim Ry. (II, 332) ... 222
Cornwall R. R. (II, 269) ... 112, 242, 304, 350, 382, 414, 482, 522
Cornwall and Lebanon R. R. (II, 270) ... 89, 112, 242, 304, 350, 382, 414, 482, 522
Coronado Ry. (X, 1778) ... 212
Coudersport and Pine Creek R. R. (II, 273) . 112, 242, 350, 414, 482, 522
Coudersport and Port Allegany R. R. (II, 272) ... 112, 242, 304, 350, 382, 414, 482, 522
Covington, Flemingsburg and Ashland Ry. (V, 1136) ... 168
Crawford and Manistee River Ry. (III, 772) ... 144, 254, 310, 356, 385, 430, 488, 544
Cresson and Clearfield County and New York Short Route R. R. (II, 488) ... 89, 124, 246, 352, 420, 484, 530
Crooked Creek Railroad and Coal Co. (VI, 1354) ... 182, 274, 324, 365, 392, 450, 497, 566
Crown Point Iron Co.'s. R. R. (II, 274) ... 112
Crystal Ry. (VIII, 1566) ... 198, 282, 332, 369, 396, 458, 501, 576
Crystal Bay R. R. (X, 1779) ... 212
Crystal River Ry. (VIII, 1567) ... 200
Cumberland and Maurice River R. R. (II, 229) ... 110
Cumberland and Pennsylvania R. R. (II, 275) ... 112
Cumberland Valley R. R. (II, 538) ... 128, 248, 308, 353, 384, 422, 485, 534
Cumberland Valley and Martinsburg R. R. (II, 539) ... 128, 248, 353, 422, 485, 534
Current River R. R. (VIII, 1587) ... 200, 282, 332, 369, 396, 458, 501, 576
Daguscahonda R. R. (II, 276) ... 89, 112
Dakota Central Ry. (VI, 1324) ... 180
Danbury and Norwalk R. R. (I, 128) ... 104, 236, 347, 410, 479, 516
Danvers R. R. (I, 27) ... 98, 234, 346, 408, 478, 512
Danville and Mount Morris R. R. (II, 277) 88, 112
Danville and Shamokin R. R. (II, 575) ... 130, 250, 354, 422, 486, 536
Danville and Western Ry. (IV, 985) ... 158, 262, 316, 360, 388, 436, 492, 552
Danville, Mocksville and Southwestern R. R. (IV, 986) ... 158, 262, 360, 436, 492, 552
Dardanelle and Russellville Ry. (VIII, 1568) ... 200
Dauphin and Berks R. R. (II, 576) ... 130, 250, 354, 422, 486, 536
Davenport, Iowa and Dakota Ry. (VI, 1258) ... 226
Dayton and Michigan R. R. (III, 743) ... 142, 254, 356, 428, 488, 542
Dayton and Union R. R. (III, 764) ... 144, 254, 310, 356, 385, 428, 488, 542

Page.

Dayton and Western R. R. (III, 897) 89, 152
Dayton Coal and Iron Co.'s R. R. (V, 1137) 168
Dayton, Lebanon and Cincinnati R. R. (III, 773) 89, 144
De Kalb and Red River R. R. (IX, 1681).. 90, 206, 462
De Pue, Ladd and Eastern R. R. (VI, 1355) 162
Dead River R. R. (VI, 1368) 87, 162
Deadwood Central R. R. (VII, 1515) 194
Decatur, Chesapeake and New Orleans Ry. (V, 1097) 224
Delaware R. R. (II, 554) 130, 248, 354, 422, 485, 534
Delaware and Bound Brook R. R. (II, 577) 130, 250, 354, 424, 486, 536
Delaware and Chesapeake Ry. (II, 555) .. 130, 248, 354, 422, 485, 534
Delaware and Hudson Canal Co. (II, 278). 88, 100, 112, 242, 304, 350, 382, 414, 482, 522
Delaware and Otsego R. R. (II, 662) 136, 252, 355, 426, 487, 540
Delaware, Lackawanna and Western R. R. (II, 290). 89, 114, 242, 304, 350, 382, 414, 482, 522
Delaware, Maryland and Virginia R. R. (II, 556) 130, 248, 354, 422, 485, 534
Delaware River R. R. (II, 308) 114, 242, 304, 350, 382, 414, 482, 524
Delaware River and Lancaster R. R. (II, 309) 114
Delaware, Susquehanna and Schuylkill R. R. (II, 310) 114, 242, 304, 350, 382, 414, 482, 524
Delta Lumber R. R. (III, 774) 144
Denison and Suburban Ry. (IX, 1682) 90, 206
Denison and Washita Valley Ry. (VIII, 1569)..... 200, 282, 332, 369, 396, 458, 501, 576
Dents Run R. R. (II, 311)..... 116
Denver and Boulder Valley R. R. (VII, 1482) 226
Denver and Rio Grande R. R. (VIII, 1570) 200, 282, 332, 369, 396, 458, 501, 576
Denver, Lakewood and Golden R. R. (VIII, 1573).. 200, 282, 332, 369, 396, 458, 501, 576
Denver, Leadville and Gunnison Ry. (VIII, 1661).. 204, 284, 334, 370, 397, 460, 502, 578
Denver Resort Railway and Telegraph Co. (VIII, 1574) 200
Des Moines and Fort Dodge R. R. (VI, 1345) 180, 274, 364, 448, 496, 566
Des Moines and Kansas City Ry. (VI, 1356)..... 182, 274, 324, 365, 392, 450, 497, 566
Des Moines and Saint Louis R. R. (VI, 1504) 192
Des Moines, Northern and Western Ry. (VI, 1357).... 182, 274, 324, 365, 392, 450, 497, 566
Des Moines Union Ry. (VI, 1358)..... 182, 274, 324, 365, 392, 450, 497, 566
Deshler and Wayback City R. R. (III, 775) 144
Detroit and Bay City R. R. (III, 842)..... 87, 148, 258, 357, 432, 489, 546
Detroit and Chicago R. R. (III, 811) 146, 256, 357, 430, 489, 544
Detroit, Bay City and Alpena R. R. (III, 776) 144
Detroit, Grand Haven and Milwaukee Ry. (III, 794). 146, 256, 310, 357, 385, 430, 489, 544
Detroit, Hillsdale and Southwestern R. R. (III, 812)..... 146, 256, 357, 430, 489, 544
Detroit, Lansing and Northern R. R. (III, 729)..... 140, 254, 310, 356, 385, 428, 488, 542
Detroit, Monroe and Toledo R. R. (III, 813) 146, 256, 357, 430, 489, 544
Detroit Union Railroad, Depot, and Station Co. (III, 932) 87, 154
Dexter and Newport R. R. (I, 96)..... 102, 236, 347, 408, 479, 514
Dexter and Piscataquis R. R. (I, 97) 102, 236, 347, 408, 479, 514
Diamond Valley R. R. (II, 318) 89, 222
Dillsburg and Mechanicsburg R. R. (II, 540) 128, 248, 353, 422, 485, 534
Dodge City, Montezuma and Trinidad Ry. (VIII, 1575).. 200, 282, 332, 369, 396, 458, 501, 576
Dover and Rockaway R. R. (II, 242)..... 110, 240, 349, 414, 481, 520
Dover and Statesboro R. R. (V, 1138)..... 168, 266, 320, 362, 390, 442, 494, 558

Page.

Downingtown and Lancaster R. R. (II, 489)..... 124, 246, 352, 420, 484, 530
Drummond and Southwestern R. R. (VI, 1359) 91, 162
Dubuque and Sioux City R. R. (VI, 1397). 184, 276, 366, 450, 497, 566
Duluth and Iron Range R. R. (VI, 1360).. 88, 182, 274, 326, 365, 393, 450, 497, 566
Duluth and Manitoba R. R. (VI, 1439).... 88, 186, 278, 366, 452, 498, 570
Duluth and Winnipeg R. R. (VI, 1361).... 88, 91, 182, 274, 326, 365, 393, 450, 497, 566
Duluth Belt Line Ry. (VI, 1363)..... 88, 182
Duluth, Crookston and Northern R. R. (VI, 1440) 186
Duluth, Missabe and Northern Ry. (VI, 1364)..... 88, 182, 274, 326, 365, 393, 450, 497, 566
Duluth, Mississippi River and Northern R. R. (VI, 1365)..... 88, 182
Duluth, Red Wing and Southern R. R. (VI, 1366).. 88, 182, 274, 326, 365, 393, 450, 497, 566
Duluth Short Line Ry. (VI, 1484) 190, 278, 367, 454, 499, 572
Duluth, South Shore and Atlantic Ry. (VI, 1367) ... 87, 91, 182, 274, 326, 365, 393, 450, 497, 566
Duluth Terminal Ry. (VI, 1384) 88, 184, 274, 326, 365, 393, 450, 497, 566
Duluth Transfer Ry. (VI, 1369)..... 182
Duluth, Watertown and Pacific Ry. (VI, 1381)..... 182, 274, 326, 365, 393, 450, 497, 566
Dunham Lumber Co.'s R. R. (V, 1139).... 168
Dunkirk, Allegheny Valley and Pittsburg R. R. (III, 857) 148, 258, 312, 358, 386, 432, 490, 548
Durham and Northern Ry. (IV, 1061).... 162, 264, 316, 361, 388, 438, 493, 556
Dutchess County R. R. (II, 632)..... 134, 250, 355, 426, 487, 538
Eagle Mills R. R. (II, 312)..... 116
Eagleamere R. R. (II, 313)..... 89, 116
East and West R. R. of Alabama (V, 1140) 168, 266, 320, 362, 390, 442, 494, 558
East Broad Top Railroad and Coal Co. (II, 314) 89, 116
East Buffalo Terminal Ry. (II, 220)..... 88, 222
East Florida and Atlantic R. R. (V, 1151). 168, 266, 320, 362, 390, 442, 494, 558
East Line and Red River R. R. (IX, 1626). 228
East Louisiana R. R. (IX, 1683)..... 206
East Mahanoy R. R. (II, 594)..... 132, 250, 354, 424, 486, 536
East Pennsylvania R. R. (II, 579) 132, 250, 354, 424, 486, 536
East Saint Louis and Carondelet Ry. (VI, 1460)..... 188, 278, 328, 367, 394, 454, 499, 570
East Saint Louis Connecting Ry. (VI, 1370)..... 182, 274, 326, 365, 393, 450, 497, 566
East Shore Terminal Co. (IV, 987)..... 158
East Tennessee and Western North Carolina R. R. (V, 1141) 168, 266, 320, 362, 390, 442, 494, 558
East Tennessee, Virginia and Georgia Ry. (V, 1142)..... 168, 266, 320, 362, 390, 442, 494, 558
East Texas Transportation Co. (IX, 1684). 90, 206
East Trenton R. R. (II, 578) 132, 250, 354, 424, 486, 536
Eastern Kentucky Ry. (V, 1147)..... 168, 266, 320, 362, 390, 442, 494, 558
Eastern Maine Ry. (I, 98). 102, 236, 347, 408, 479, 514
Eastern Ohio R. R. (III. 777) 89, 144
Eastern R. R. in New Hampshire (I, 28).. 98, 234, 346, 408, 478, 512
Eastern Ry. of Minnesota (VI, 1383)..... 88, 184, 274, 326, 365, 393, 450, 497, 566
Easton and Amboy R. R. (II, 582)..... 132, 250, 354, 424, 486, 536
Easton and Northern R. R. (II, 200)..... 110
Eatonton Branch R. R. (V, 1117)..... 166, 266, 362, 442, 494, 558
Eau Claire Ry. (VI, 1304)..... 226
Echo and Park City Ry. (X, 1870)..... 216, 292, 338, 374, 399, 468, 505, 566
Edgewood R. R. (II, 316) 89, 116
Eel River R. R. (III, 933) 87, 154, 260, 359, 434, 491, 550
Eel River and Eureka R. R. (X, 1780)..... 212
Egypt Ry. (IV, 988) 158

Page.

El Paso and Northern R. R. (IX, 1685).... 90, 206
Elberton Air Line R. R. (V, 1256)..... 174, 268, 363, 446, 495, 562
Elgin, Joliet and Eastern Ry. (VI, 1371).. 87, 182, 274, 326, 365, 393, 450, 497, 566
Elizabeth Extension R. R. (II, 230)..... 110
Elizabethtown, Lexington and Big Sandy R. R. (V, 1085)..... 224
Elk Hill Coal and Iron Co. (II, 317)..... 116
Elkhart and Western R. R. (III, 778)..... 144
Elkton and Guthrie R. R. (V, 1200)..... 170, 268, 363, 444, 495, 560
Ellwood Connecting R. R. (III, 779)..... 89, 144, 256, 310, 356, 385, 430, 488, 544
Ellwood Short Line R. R. (III, 710)..... 140
Elmira and Lake Ontario R. R. (II, 544).. 128, 248, 353, 422, 485, 534
Elmira and Williamsport R. R. (II, 545)... 128, 248, 353, 422, 485, 534
Elmira, Cortland and Northern R. R. (II, 318)..... 116, 242, 304, 350, 382, 414, 482, 524
Elmira State Line R. R. (II, 462)..... 122
Emmitsburg R. R. (II, 320)..... 116
Empire and Dublin R. R. (V, 1108)..... 224
Emporium and Rich Valley R. R. (II, 321). 89, 116, 242, 304, 350, 382, 414, 482, 524
Engelside R. R. (II, 490)..... 89, 124, 246, 352, 420, 484, 530
Englewood Connecting Ry. (III, 894)..... 152, 258, 359, 434, 490, 550
Enterprise R. R. (II, 524)..... 94, 126
Eppinger and Russell Logging R. R. (V, 1148)..... 168
Erie and Black Rock R. R. (II, 437)..... 122
Erie and Pittsburgh R. R. (III, 876)..... 150
Erie and Wyoming Valley R. R. (II, 322). 116, 242, 304, 350, 382, 414, 482, 524
Erie International Ry. (II, 438)..... 122
Escambia R. R. (V, 1149)..... 168
Eureka and Palisade R. R. (X, 1781)..... 212, 290, 338, 373, 399, 466, 505, 584
Eureka Springs Ry. (VIII, 1576)..... 200, 282, 332, 369, 396, 458, 501, 576
European and North American Ry. (I, 99). 102, 236, 347, 410, 479, 514
Evansville and Indianapolis R. R. (III, 782)..... 144, 256, 310, 356, 385, 430, 488, 544
Evansville and Richmond R. R. (III, 783). 144, 256, 310, 357, 385, 430, 488, 544
Evansville and Terre Haute R. R. (III, 780)..... 144, 182, 256, 274, 310, 326, 356, 365, 385, 393, 430, 450, 488, 497, 544, 566
Evansville Belt Ry. (III, 781)..... 144, 256, 356, 430, 488, 544
Evansville, Suburban and Newburgh Ry. (III, 784)..... 144
Evansville, Terre Haute and Chicago Ry. (VI, 1319)..... 180, 272, 364, 448, 496, 564
Everett and Monte Cristo Ry. (X, 1782).. 90, 212
Fair Ground R. R. (I, 161)..... 106
Fairchild and Eau Claire River R. R. (VI, 1327)..... 91, 226
Fairhaven and Southern R. R. (X, 1785).. 90, 212
Fairland, Franklin and Martinsville R. R. (III, 761)..... 144
Fairmount Belt R. R. (IV, 989)..... 90, 158
Fairmount, Morgantown and Pittsburgh R. R. (II, 180)..... 108
Fall Brook Ry. (II, 324)..... 88, 89, 116, 242, 304, 350, 382, 416, 482, 524
Fall Brook Coal Co. (II, 331)..... 222
Fall River R. R. (I, 142).. 104, 238, 348, 410, 480, 518
Falls Creek R. R. (II, 327)..... 116, 242, 304, 350, 382, 416, 482, 524
Fargo and Southwestern R. R. (VI, 1441). 188
Farmville and Powhatan R. R. (IV, 990).. 158, 262, 316, 360, 388, 436, 492, 552
Fayette County R. R. (II, 187)..... 108
Fayetteville and Little Rock Ry. (VIII, 1550)..... 198
Ferney Mountain R. R. (II, 328)..... 89, 116
Ferro Monte R. R. (II, 336)..... 222
Findlay Belt R. R. (III, 765)..... 89, 144
Findlay, Fort Wayne and Western R. R. (III, 786).. 89, 144, 256, 310, 357, 385, 430, 488, 544
Fitchburg R. R. (I, 78)..... 88, 100, 116, 236, 300, 347, 380, 408, 479, 514

Page.

Flint and Père Marquette R. R. (III, 787). 87, 144, 256, 310, 357, 385, 430, 489, 544
Florence R. R. (IV, 951)..... 156
Florence Northern R. R. (V, 1114)..... 224
Florida Central and Peninsular R. R. (V, 1150)..... 87, 168, 266, 320, 362, 390, 442, 494, 558
Florida Midland Ry. (V, 1152)..... 168
Florida Southern R. R. (V, 1182)..... 87, 170, 268, 320, 362, 390, 444, 494, 560
Fonda, Johnstown and Gloversville R. R. (II, 330)..... 116, 242, 304, 350, 383, 416, 482, 524
Forest City and Sioux City R. R. (VI, 1373)..... 182
Fort Bragg R. R. (X, 1783)..... 212
Fort Payne and Eastern R. R. (V, 1153)... 168
Fort Scott Central Ry. (VIII, 1608)..... 202
Fort Smith and Van Buren Bridge Co. (VIII, 1551)..... 198, 282, 369, 458, 501, 574
Fort Smith, Paris and Dardanelle R. R. (VIII, 1577)..... 200
Fort Wayne and Jackson R. R. (III, 814). 146, 256, 357, 430, 489, 544
Fort Worth and Denver City Ry. (IX, 1749)..... 210, 288, 336, 372, 398, 464, 504, 582
Fort Worth and Denver Terminal Ry. (IX, 1750)..... 210, 288, 372, 464, 504, 582
Fort Worth and New Orleans Ry. (IX, 1691)..... 206, 286, 371, 462, 503, 580
Fort Worth and Rio Grande Ry. (IX, 1686)..... 206, 286, 336, 371, 398, 462, 503, 580
Fox Creek R. R. (II, 331)..... 116
Frankfort and Southeastern R. R. (III, 905)..... 224
Franklin and Megantic R. R. (I, 83)..... 100
Franklin and Pittsylvania R. R. (IV, 1043)..... 162, 264, 361, 438, 493, 554
Franklin and Tilton R. R. (I, 75)..... 100
Frederick and Pennsylvania Line R. R. (II, 492)..... 124, 246, 352, 420, 484, 530
Freehold and Atlantic Highlands R. R. (II, 231)..... 110
Freehold and Jamesburg Agricultural R. R. (II, 491)..... 124, 246, 352, 420, 484, 530
Fremont, Elkhorn and Missouri Valley R. R. (VII, 1514)..... 194, 280, 330, 368, 395, 456, 500, 572
Frost Shingle Mill Co.'s R. R. (VI, 1374).. 87, 182
Fulton Chain R. R. (II, 340)..... 88, 222
Fulton County Extension Ry. (VI, 1331). 226
Fulton County Narrow Gauge Ry. (VI, 1375)..... 182, 274, 326, 365, 393, 450, 497, 566
Gadsden and Attalla Union Ry. (V, 1154). 168, 266, 320, 362, 390, 442, 494, 558
Gainesville and Dahlonega R. R. (V, 1155). 168
Gainesville, Jefferson and Southern R. R. (V, 1158)..... 168, 266, 320, 362, 390, 442, 494, 558
Galveston and Western Ry. (IX, 1687)... 206, 286, 336, 371, 398, 462, 503, 580
Galveston, Harrisburg and San Antonio Ry. (IX, 1732)..... 90, 208, 286, 371, 462, 503, 582
Galveston, Houston and Henderson R. R. of 1882 (IX, 1698)..... 206, 286, 336, 371, 398, 462, 503, 580
Garnerville R. R. (II, 404)..... 118
Genesee and Wyoming Valley Ry. (II, 332)..... 88, 116, 242, 304, 350, 383, 416, 482, 524
Genesee Valley Canal R. R. (II, 665)..... 138
Genesee Valley Terminal R. R. (II, 686).. 138
George's Creek and Cumberland R. R. (II, 333)..... 116
Georgetown and Western R. R. (IV, 991). 158, 262, 316, 360, 388, 436, 492, 552
Georgia, Carolina and Northern Ry. (IV, 1062)..... 162, 264, 316, 361, 388, 438, 493, 556
Georgia Marble Co.'s R. R. (V, 1160)..... 168
Georgia, Midland and Gulf R. R. (V, 1161). 168, 266, 320, 362, 390, 442, 494, 558
Georgia Pacific Ry. (V, 1259)..... 174, 270, 322, 363, 391, 446, 495, 562
Georgia R. R. (V, 1156)..... 168, 266, 320, 362, 390, 442, 494, 558
Georgia Railroad and Banking Co. (V, 1157)..... 168, 266, 362, 442, 494, 558
Georgia Southern and Florida R. R. (V, 1162)..... 168, 266, 320, 362, 390, 442, 494, 558
Gettysburg and Harrisburg Ry. (II, 615). 134, 250, 308, 355, 384, 424, 486, 358

Page.

Gifford Lumber Mills Logging R. R. (VIII, 1578) 200
Glasgow R. R. (V, 1201) .. 170, 268, 363, 444, 495, 560
Glen Haven R. R. (II, 334) 116
Glendale Mill Logging R. R. (X, 1784) 87, 212
Glendon and Gulf Mining and Manufacturing Co.'s R. R. (IV, 992) 156
Glens Falls R. R. (II, 286) .114, 242, 350, 414, 482, 522
Goodyear, Neillsville and Northern Ry. (VI, 1385) 184
Goshen and Deckertown Ry. (II, 439) 122, 246, 352, 418, 484, 528
Gouverneur and Oswegatchie R. R. (II, 411) 88, 120
Grafton and Belington R. R. (IV, 965) 156
Grafton and Brunswick R. R. (III, 789) .. 89, 144
Grafton and Greenbrier R. R. (IV, 960) ... 224
Grafton and Upton R. R. (I, 84) 100
Grand Rapids and Indiana R. R. (III, 887). 87, 152, 258, 312, 358, 386, 434, 490, 550
Grand Rapids, Lansing and Detroit R. R. (III, 730) 140
Grand Rapids Transfer and Junction R. R. (III, 734) 142, 254, 356, 428, 488, 542
Grand River Valley R. R. (III, 844) 148, 258, 357, 432, 489, 546
Grand Tower and Cape Girardeau R. R. (VI, 1377) ... 182, 274, 326, 365, 393, 450, 497, 566
Grand Tower and Carbondale R. R. (VI, 1376) 182, 274, 326, 365, 393, 450, 497, 566
Grand Trunk Ry. (I, 85) 102, 116, 144, 236, 242, 256, 300, 304, 310, 347, 350, 357, 380, 383, 385, 408, 416, 430, 479, 482, 489, 514, 524, 544
Grand Trunk Junction Ry. (III, 791) 144, 256, 357, 430, 489, 544
Granite Hill R. R. (II, 336) 116
Grantsburg, Rush City and Saint Cloud R. R. (VI, 1485) 190
Grass Lake and Manistee River R. R. (III, 772) 87, 224
Grayling, Twin Lakes and Northeastern R. R. (III, 843) 87, 148
Gray's Run R. R. (II, 337) 116
Great Eastern R. R. (V, 1165) 168
Great Falls and Canada Ry. (VII, 1516) . 194, 280, 330, 368, 395, 456, 500, 574
Great Northern Ry. (VI, VII, 1378) 88, 90, 182, 194, 212, 220, 274, 280, 294, 326, 330, 340, 365, 368, 375, 393, 395, 400, 450, 456, 470, 497, 500, 507, 566, 574
Great Salt Lake and Hot Springs Ry. (X, 1787) 212, 290, 338, 373, 399, 466, 505, 584
Green Bay, Stevens Point and Northern R. R. (VI, 1387) 184, 274, 365, 450, 497, 568
Green Bay, Winona and Saint Paul R. R. (VI, 1386) ... 184, 274, 326, 365, 393, 450, 497, 568
Green Cove and Midland Ry. (V, 1231) .. 226
Green Mountain R. R. (I, 89) 102
Green Pond, Walterboro and Branchville Ry. (IV, 993) .158, 262, 316, 360, 388, 436, 492, 552
Green Ridge R. R. of Maryland. (II, 338). 116, 242, 304, 350, 383, 416, 482, 524
Green River and Northern R. R. (X, 1809) 90, 214
Greene R. R. (II, 292).. 114, 242, 350, 414, 482, 522
Greenfield and Northern R. R. (VIII, 1579) 88, 200
Greenlick Ry. (II, 339) 116, 242, 304, 350, 383, 416, 482, 524
Greenwich and Johnsonville Ry. (II, 340). 116, 242, 304, 350, 383, 416, 482, 524
Greenwood R. R. (X, 1788) 212
Greenwood Railway and Coal Co. (V, 1093) 224
Gregory and Coe Lumber Co.'s R. R. (V, 1160) 168
Groveton, Kickapoo and Gulf R. R. (IX, 1631) 228
Gualala River Ry. (X, 1789) 87, 212
Gulf and Chicago R. R. (V, 1167) 168, 266, 320, 362, 390, 442, 494, 560
Gulf and Ship Island R. R. (V, 1169) 168
Gulf, Colorado and Santa Fé Ry. (IX, 1675) 206, 286, 336, 371, 398, 462, 503, 580
Gulf Red Cedar Co.'s R. R. (V, 1168) 168
Gulf, Sabine and Red River R. R. (IX, 1688) 206
Gulf, Western Texas and Pacific Ry. (IX, 1735) 208, 286, 371, 462, 503, 582
Gunpowder Valley R. R. (II, 341) 116

Page.

Hadfield Coal Co.'s R. R. (VI, 1343) 91, 226
Hamilton and Kingston R. R. (VIII, 1580). 88, 200
Hamilton Railroad and Lumber Co. (IV, 994) 158
Hancock and Calumet R. R. (III, 797).... 146, 256, 310, 357, 388, 430, 489, 544
Hannibal and Saint Joseph R. R. (VI, 1389)..... 88 184, 274, 326, 365, 393, 450, 497, 568
Hannibal Union Depot Co. (VIII, 1581)... 200
Hanover and York R. R. (II, 493) 89, 126, 246, 352, 420, 484, 530
Harlem River and Port Chester R. R. (I, 125)..... 104, 236, 347, 410, 479, 516
Harriman Coal and Iron R. R. (V, 1170) .. 170
Harrisburg, Portsmouth, Mount Joy and Lancaster R. R. (II, 494)..... 126, 246, 352, 420, 494, 530
Harrison Branch R. R. (III, 762) 144
Hartford and Connecticut Valley R. R. (I, 131)..... 222
Hartford and Connecticut Western R. R. (II, 633)..... 134
Hartsville R. R. (IV, 952) 156
Hartwell R. R. (V, 1171)..... 170, 266, 320, 362, 390, 444, 494, 560
Hawley Branch R. R. (II, 440)..... 89, 122
Hayt's Corners, Ovid and Willard R. R. (II, 585)..... 132, 250, 354, 424, 486, 536
Hearne and Brazos Valley R. R. (IX, 1689) 90, 206, 286, 336, 371, 398, 462, 503, 580
Hecla and Torch Lake R. R. (III, 798).... 87, 146
Helena and Jefferson County R. R. (VII, 1522)..... 88, 194
Helena and Red Mountain R. R. (VII, 1523)..... 88, 194, 280, 368, 456, 500, 574
Henderson Bridge Co. (V, 1212) 172, 268, 322, 363, 391, 444, 495, 560
Henniker Branch R. R. (I, 66)..... 100
Herkimer, Newport and Poland Ry. (II, 168)..... 222
Hermansville and Western R. R. (VI, 1391) 184
Hibernia Branch R. R. (II, 397) 222
Hibernia Mine R. R. (II, 232)..... 110
Hibernia Underground R. R. (II, 342)..... 116
Hickory Valley R. R. (II, 343)..... 89, 116
High Bridge R. R. (II, 233)..... 110
High Point, Randleman, Ashboro and Southern R. R. (IV, 1028)..... 160, 264, 361, 438, 493, 554
Hobart Branch R. R. (II, 663) 136
Hodgenville and Elizabethtown Ry. (V, 1238).....174, 268, 322, 363, 391, 446, 495, 562
Holyoke and Westfield R. R. (I, 133)..... 104, 236, 348, 410, 479, 516
Hoosac Tunnel and Wilmington R. R. (I, 90)..... 102, 236, 300, 347, 380, 408, 479, 514
Hopatcong R. R. (II, 293). 114, 242, 350, 414, 482, 522
Hopkins Ry. (VI, 1347)..... 226
Hot Springs R. R. (VIII, 1582)..... 200
Housatonic R. R. (I, 126)..... 19, 104, 236, 347, 410, 479, 516
Houston and Shreveport R. R. (IX, 1695).. 206, 286, 336, 371, 398, 462, 503, 580
Houston and Texas Central R. R. (IX, 1690)..... 90, 206, 286, 336, 371, 398, 462, 503, 580
Houston and Texas Central Ry. (IX, 1633). 228
Houston Belt and Magnolia Park Ry. (IX, 1693)..... 90, 206, 286, 336, 371, 398, 462, 503, 580
Houston, Central Arkansas and Northern R. R. (IX, 1709)..... 206
Houston, Central Arkansas and Northern Ry. (VIII, 1628)..... 202
Houston, East and West Texas Ry. (IX, 1694)..... 206, 286, 336, 371, 398, 462, 503, 580
Humboldt Lumber Mill Co.'s Logging R. R. (X, 1790)..... 212
Humeston and Shenandoah R. R. (VI, 1392)..... 184, 274, 326, 365, 393, 450, 497, 568
Hunter's Run and Slate Belt R. R. (II, 344)..... 116, 242, 306, 350, 383, 416, 482, 524
Huntingdon and Broad Top Mountain Railroad and Coal Co. (II, 345)..... 89, 116
Huntington and Big Sandy R. R. (IV, 1008). 90, 158
Huntsville Belt Line and Monte Sano Ry. (V, 1172)..... 170
Hutchinson and Southern R. R. (VIII, 1583)..... 200, 282, 332, 369, 396, 458, 501, 576
Iberia and Vermilion R. R. (IX, 1696) 206

Page.

Central R. R. (V, VI, 1173)..... 170, 220, 266, 274, 294, 320, 326, 340, 362, 365, 375, 393, 400, 444, 450, 470, 494, 497, 507, 560, 568
Railway and Navigation Co. (X, 1)..... 212, 290, 338, 373, 399, 466, 505, 584
ndence and Monmouth Ry. (X, 1792). 212
Springs and Flovilla R. R. (V, 7)..... 170, 268, 320, 362, 390, 444, 494, 560
a and Illinois Southern R. R. (VI, 8)..... 226
a and Lake Michigan R. R. (III,)..... 154
a Block Coal R. R. (VI, 1320)..... 180, 272, 364, 448, 496, 564
a, Illinois and Iowa R. R. (VI, 2)..... 184, 276, 326, 366, 393, 452, 498, 568
a Northern Ry. (III, 799)..... 87, 146, 256, 312, 357, 386, 430, 489, 544
apolis and Vincennes R. R. (III,)..... 87, 150, 258, 358, 432, 490, 548
apolis Belt R. R. (III, 802)..... 146
apolis, Decatur and Western Ry. I, VI, 800)..... 146, 84, 220, 256, 276, 294, 312, 326, 340, 357, 366, 375, 86, 393, 400, 430, 452, 470, 489, 498, 507, 544
apolis Union Ry. (III, 801)..... 146, 256, 312, 357, 386, 430, 489, 544
, White Rapids and Northern R. (VI, 1403)..... 184
ational and Great Northern R. R. ., 1697)..... 206, 286, 336, 371, 398, 462, 503, 580
Central Ry. (VI, 1404)..... 184, 276, 326, 366, 393, 452, 498, 568
City and Western Ry. (VI, 1305)..... 178, 272, 364, 448, 496, 564
Northern Ry. (VI, 1408)..... 186, 276, 326, 366, 393, 452, 498, 568
y. (III, 803)..... 89, 146, 256, 312, 357, 386, 430, 489, 544
Range and Huron Bay R. R. (III,)..... 87, 146
a R. R. (II, 346)..... 116, 242, 306, 350, 383, 416, 482, 524
R. R. (II, 347)..... 116, 244, 306, 351, 383, 416, 482, 524
Run R. R. (II, 356)..... 89, 222
ale and Mill Creek Valley Ry. (III,)..... 89, 146, 256, 312, 357, 386, 430, 489, 544
n, Lansing and Saginaw R. R. (III,)..... 148, 258, 357, 432, 489, 546
nville and Atlantic Ry. (V, 1178).. 170
nville, Louisville and Saint Louis . (VI, 1409)..... 186, 276, 366, 452, 498, 568
nville, Mayport, Pablo Railway and vigation Co. (V, 1179)..... 170
nville, Saint Augustine and Hal- t River Ry. (V, 1138)..... 224
nville, Saint Augustine and Indian er Ry. (V, 1180)..... 87, 170
nville, Tampa and Key West Ry. 1181).. 87, 170, 268, 320, 362, 390, 444, 494, 560
Creek R. R. (X, 1793)..... 87, 212
River Valley R. R. (VI, 1442)..... 188, 278, 366, 452, 498, 570
own and Franklin R. R. (III, 815) 146, 256, 357, 430, 489, 546
own and Northern R. R. (VI, 1443). 188
own and Northern Extension R. R. , 1444)..... 188
ille and Washington R. R. (IV,)..... 158
n R. R. (II, 441)..... 122
Birdeye and Northern R. R. (V. 5)..... 170
. Roper Lumber Co.'s R. R. (IV, 4)..... 158
nburg R. R. (II, 498)..... 126, 246, 352, 420, 484, 530
nburg and Bradford R. R. (II, 215). 89, 110
nd Blue Island Ry. (VI, 1414)..... 186, 276, 326, 366, 393, 452, 498, 568
nd Chicago R. R. (VI, 1311)..... 178, 272, 364, 448, 496, 564
nd Northern Indiana R. R. (III, ... 148, 258, 357, 432, 489, 546
ake R. R. (II, 323). 116, 242, 350, 414, 482, 524
fountain R. R. (II, 348)..... 116

Page.

Junction R. R. (of Philadelphia) (II, 542). 128, 248, 308, 353, 384, 422, 485, 534
Junction City and Fort Kearney Ry. (VIII, 1662).. 204, 284, 334, 370, 397, 460, 502, 578
Juniata Ry. (II, 349)..... 116
Jupiter and Lake Worth R. R. (V, 1184).. 87, 170
Kaaterskill R. R. (II. 664)..... 88, 136, 252, 308, 355, 384, 426, 487, 540
Kalamazoo and South Haven R. R. (III, 847)..... 148, 258, 357, 432, 489, 546
Kalamazoo and White Pigeon R. R. (III, 816)..... 146, 256, 357, 430, 489, 546
Kalamazoo, Allegan and Grand Rapids R. R. (III, 817)..... 146, 256, 357, 430, 489, 546
Kanawha Ry. (IV, 965)..... 90, 224
Kanawha and Coal River Ry. (IV, 996)... 90, 158
Kanawha and Michigan Ry. (III, IV, 806) 89, 90, 146, 158, 220, 256, 262, 294, 312, 316, 340, 357, 360, 375, 386, 388, 400, 430, 436, 470, 489, 492, 507, 544
Kane Oil Field R. R. (II, 350)..... 116
Kankakee and Seneca Ry. (VI, 1352)..... 182, 274, 324, 365, 392, 450, 497, 566
Kankakee and Southwestern R. R. (VI, 1399)..... 184, 276, 366, 450, 498, 568
Kanona and Prattsburgh R. R. (II, 351) ... 116 244, 306, 351, 383, 416, 482, 524
Kanopolis and Kansas Central Ry. (VIII, 1609)..... 202, 284, 370, 460, 501, 576
Kansas and Arkansas Valley Ry. (VIII, 1629)..... 202, 284, 370, 460, 502, 570
Kansas and Colorado Pacific Ry. (VIII, 1610)..... 202, 284, 370, 460, 502, 576
Kansas Central R. R. (VIII, 1663)..... 204, 284, 334, 370, 397, 460, 502, 578
Kansas City and Atlantic R. R. (VI, 1415) 88, 186, 276, 326, 366, 393, 452, 498, 568
Kansas City and Beatrice R. R. (VIII, 1626)..... 202, 284, 332, 370, 396, 460, 502, 578
Kansas City and Independence Air Line R. R. (VIII, 1590)..... 88, 200
Kansas City and Memphis Railway and Bridge Co. (VIII, 1588)..... 200
Kansas City and Omaha R. R. (VII, 1537) 196, 280, 330, 368, 395, 456, 500, 574
Kansas City and Pacific Ry. (VIII, 1605). 200, 282, 369, 460, 501, 576
Kansas City and Southwestern R. R. (VIII, 1552)..... 198, 282, 369, 458, 501, 574
Kansas City and Southwestern Ry. (of Kansas) (VIII, 1612)..202, 284, 370, 460, 502, 576
Kansas City and Southwestern Ry. (of Missouri) (VIII, 1611). 202, 284, 370, 460, 502, 576
Kansas City, Arkansas and New Orleans R. R. (VIII, 1584)..... 200
Kansas City Belt Ry. (VIII, 1585)..... 200, 282, 332, 369, 396, 458, 501, 576
Kansas City Bridge and Terminal Ry. (VIII, 1535)..... 228
Kansas City, Clinton and Springfield Ry. (VIII, 1589).. 200, 282, 332, 369, 396, 458, 501, 576
Kansas City, Fort Scott and Memphis R. R. (VIII, 1586)..... 170, 200, 268, 282, 320, 332, 363, 369, 390, 396, 444, 458, 494, 501, 560, 576
Kansas City, Fort Smith and Southern Ry. (VIII, 1593)..... 88, 200
Kansas City, Lawrence and Wichita R. R. (VIII, 1624)..... 202, 284, 370, 460, 502, 578
Kansas City, Memphis and Birmingham R. R. (V, 1186). 170, 268, 320, 363, 390, 444, 494, 560
Kansas City, Nevada and Fort Smith R. R. (VIII, 1540)..... 228
Kansas City, Osceola and Southern Ry. (VIII, 1591)..... 88, 200
Kansas City, Pittsburg and Gulf R. R. (VIII, 1592)..... 88, 200, 282, 332, 369, 396, 458, 501, 576
Kansas City, Saint Joseph and Council Bluffs R. R. (VI, 1335)..... 88, 180, 272, 324, 364, 392, 448, 496, 564
Kansas City, Saint Louis and Chicago R. R. (VI, VIII, 1312)..... 178, 198, 220, 272, 282, 294, 364, 369, 375, 448, 458, 470, 496, 501, 507, 564
Kansas City Suburban Belt Ry. (VIII, 1594)..... 88, 200
Kansas City, Watkins and Gulf Ry. (IX, 1699) 206, 286, 336, 371, 398, 462, 503, 580

Page.
Kansas City, Wyandotte and Northwestern R. R. (VIII, 1023) 202, 284, 332, 370, 396, 460, 502, 578
Kansas Midland Ry. (VIII, 1553) 198, 282, 369, 458, 501, 574
Kansas Southwestern Ry. (VIII, 1613) ... 202, 284, 370, 460, 502, 576
Kearney and Black Hills Ry. (VII, 1518) .. 194, 280, 330, 368, 395, 456, 500, 574
Kearney and Sheridan Ry. (VIII, 1595) ... 200
Keeseville, Au Sable Chasm and Lake Champlain R. R. (II, 352) 116
Keithsburg Bridge Co. (VI, 1405) 184, 276, 366, 452, 498, 568
Kendall and Eldred R. R. (II, 687) 138
Kennebec Central R. R. (I, 91) 102, 236, 300, 347, 380, 408, 479, 514
Kennebunk and Kennebunkport R. R. (I, 30) 98, 234, 346, 408, 478, 512
Keno and Cold Springs R. R. (IX, 1700) .. 206
Kensington and Tacony R. R. (II, 496) ... 89, 126, 246, 352, 420, 484, 520
Kentucky and Indiana Bridge Co. (V, 1187) 87, 170
Kentucky and South Atlantic Ry. (V, 1128) 166, 266, 320, 362, 390, 442, 494, 558
Kentucky Midland Ry. (V, 1189) 170
Kentucky Union Ry. (V, 1190) 170, 268, 320, 363, 391, 444, 495, 560
Keokuk and Des Moines Ry. (VI, 1346) .. 180, 274, 364, 448, 496, 566
Keokuk and Hamilton Bridge Co. (VI, 1416) 186, 276, 326, 366, 393, 452, 498, 568
Keokuk and Western R. R. (VI, 1417) 186, 276, 326, 366, 393, 452, 498, 568
Ketner, Saint Mary's and Shawmut R. R. (II, 353) 89, 116
Kewaunee, Green Bay and Western R. R. (VI, 1388) 184, 274, 326, 365, 393, 450, 497, 568
Keystone Coal Co.'s R. R. (II, 354) 116
Kickapoo and Gulf R. R. (IX, 1701) 90, 206
Kickapoo Valley and Northern Ry. (VI, 1418) 91, 186, 276, 326, 366, 393, 452, 498, 568
Kildare and Linden R. R. (IX, 1702) 206
Kilkenny Lumber Co.'s R. R. (I, 63) 100
Kinderhook and Hudson R. R. (II, 355) ... 88, 118
Kingston and Adelphi R. R. (III, 783) 224
Kinzua Ry. (II, 688) 138
Kinzua Creek and Kane R. R. (II, 356) 89, 118
Kinzua Hemlock R. R. (II, 397) 89, 118, 244, 351, 416, 483, 526
Kinzua Valley R. R. (II, 357) 89, 118, 244, 306, 351, 383, 416, 482, 524
Kishacoquillas Valley R. R. (II, 358) 89, 118
Knox and Lincoln Ry. (I, 100) 102, 236, 347, 410, 479, 514
Knoxville and Augusta R. R. (V, 1192) ... 170
Knoxville and New River R. R. (V, 1193) . 170
Knoxville and Ohio R. R. (V, 1144) 168, 266, 320, 362, 390, 442, 494, 558
Knoxville, Cumberland Gap and Louisville R. R. (V, 1194) 170, 268, 320, 363, 391, 444, 495, 560
Kymulga and Coosa River R. R. (V, 1195) . 170
La Fayette Union Belt Ry. (III, 934) 87, 154
La Salle and Bureau County R. R. (VI, 1421) 186, 276, 326, 366, 393, 452, 498, 570
Lackawanna and Montrose R. R. (II, 359) . 118, 244, 306, 351, 383, 416, 483, 524
Lackawanna and Southwestern R. R. (II, 368) 222
Lafayette R. R. (II, 234) 110
Lake Champlain and Moriah R. R. (II, 360) 118, 244, 306, 351, 383, 416, 483, 526
Lake Charles and Leesville Ry. (IX, 1703) . 206
Lake County R. R. (III, 807) 146, 256, 312, 357, 386, 430, 489, 544
Lake Creek R. R. (IX, 1704) 206
Lake Erie and Western R. R. (III, 808) ... 146, 256, 312, 357, 386, 430, 489, 544
Lake Erie, Alliance and Southern Ry. (III, 809) 146, 256, 312, 357, 386, 430, 489, 544
Lake Hopatcong R. R. (II, 235) 110
Lake Michigan and Northwestern R. R. (VI, 1419) 186
Lake Shore R. R. (I, 64) 100
Lake Shore and Michigan Southern Ry. (III, 810) 87, 88, 89, 146, 256, 312, 357, 386, 430, 489, 544
Page.
Lake Superior Terminal and Transfer Ry. (VI, 1420) . 91, 186, 276, 326, 366, 393, 452, 498, 570
Lake Tahoe Narrow Gauge R. R. (X, 1794) . 212
Lake Valley Narrow Gauge R. R. (X, 1795) 212
Lakeside and Marblehead R. R. (III, 824) . 146, 256, 312, 357, 386, 430, 489, 546
Lancaster and Hamden Ry. (III, 825) 89, 146
Lancaster and Reading Narrow Gauge R. R. (II, 625) 134
Lancaster, Cecil and Southern R. R. (II, 181) 108, 240, 349, 412, 481, 518
Lancaster, Oxford and Southern R. R. (II, 361) 118
Laramie, North Park and Pacific R. R. and Telegraph Co. (VII, 1530) 194, 280, 330, 368, 395, 456, 500, 574
Laurel Fork and Sand Hill R. R. (IV, 997) . 90, 158
Laurel River and Hot Springs R. R. (IV, 998) 158
Laurens Ry. (IV, 1026) ... 160, 264, 361, 438, 493, 554
Lawrence and Emporia Ry. (VIII, 1625) . 202, 284, 370, 460, 502, 578
Lawrenceville Branch R. R. (V, 1257) 174, 270, 363, 446, 495, 562
Le Roy and Caney Valley Air Line Ry. (VIII, 1614) 202, 284, 370, 460, 502, 578
Leavenworth and Saint Joseph Ry. (VI, 1340) 180
Leavenworth, Topeka and Southwestern Ry. (VIII, 1664) 204, 284, 334, 370, 397, 460, 502, 578
Lebanon Springs R. R. (II, 362) 118, 244, 306, 351, 383, 416, 483, 526
Lehigh and Hudson River Ry. (II, 363) .. 118, 244, 306, 351, 383, 416, 483, 526
Lehigh and Lackawanna R. R. (II, 236) .. 89, 110, 240, 349, 412, 481, 520
Lehigh and Pavilion R. R. (II, 366) 88, 118
Lehigh and Susquehanna R. R. (II, 238) .. 110, 240, 349, 412, 481, 520
Lehigh Valley R. R. (II, 580) 88, 89, 132, 250, 354, 424, 486, 536
Lehigh Valley Ry. (II, 584) 88, 132, 250, 354, 424, 486, 536
Lehigh Valley Terminal Ry. (II, 583) 132, 250, 354, 424, 486, 536
Lewisburg and Tyrone R. R. (II, 497) 126, 246, 352, 420, 484, 530
Lewiston and Auburn Ry. (I, 88) 102, 236, 300, 347, 380, 408, 479, 514
Lexington Terminal R. R. (V, 1196) 170
Ligonier Valley R. R. (II, 367) 118, 244, 306, 351, 383, 416, 483, 526
Lima and Honeoye Falls R. R. (II, 368) .. 88, 118
Lime Rock R. R. (I, 92) 102, 236, 300, 347, 380, 408, 479, 514
Lincoln Park and Charlotte R. R. (II, 216) . 110
Litchfield Belt R. R. (VI, 1422) 186
Litchfield, Carrollton and Western R. R. (VI, 1413) 186
Little Book Cliff Ry. (VIII, 1596) 200
Little Falls and Dakota R. R. (VI, 1445) .. 88, 186
Little Falls and Dolgeville R. R. (II, 369) . 88, 118
Little Miami R. R. (III, 895) 89, 152, 258, 359, 434, 490, 550
Little Rock and Fort Smith Ry. (VIII, 1630) 202, 284, 370, 460, 502, 578
Little Rock and Memphis R. R. (VIII, 1597) 200, 282, 332, 369, 396, 458, 501, 576
Little Rock and Texas Ry. (VIII, 1554) .. 198
Little Rock Junction Ry. (VIII, 1631) ... 202, 284, 370, 460, 502, 578
Little Saw Mill Run R. R. (II, 370) 118, 244, 306, 351, 383, 470, 483, 526
Little Schuylkill Navigation R. R. and Coal Co. (II, 593) 132, 250, 354, 424, 486, 536
Littlestown R. R. (II, 494) . 222, 246, 352, 420, 484, 530
Lockport and Buffalo Ry. (II, 456) 122, 246, 352, 418, 484, 528
Lodi Branch R. R. (II, 470) 124
Long Beach R. R. (II, 498) 126, 246, 353, 420, 484, 530
Long Branch and Sea Shore R. R. (II 240) . 110
Long Dock Co. (II, 442) 122
Long Island R. R. (II, 371) 88, 118, 244, 306, 351, 383, 416, 483, 526
Long Island R. R., North Shore Branch. (II, 373) 118

Page.

wood Valley R. R. (II, 241)..... 110, 240, 349, 414, 481, 520
ıngeles and Pacific Ry. (X, 1796).... 212
ıngeles Terminal Ry. (X, 1797)..... 212, 290, 338, 373, 399, 466, 505, 584
burg R. R. (IV, 1060)..... 162
iana and Missouri River R. R. (VI, 113)..... 178, 272, 364, 448, 496, 564
iana and Northwest R. R. (IX, 1705). 206
iana and Pike County R. R. (VI, 505)..... 192
iana, Arkansas and Missouri R. R. (III, 1598)...200, 282, 332, 369, 396, 458, 501, 576
iana Central R. R. (IX, 1706)..... 206
iana Western R. R. (IX, 1733)..... 208, 286, 371, 462, 503, 562
ville and Nashville R. R. (V, VI, 1097)..... 87, 170, 186, 220, 268, 276, 294, 322, 326, 340, 363, 366, 375, 391, 393, 400, 444, 452, 470, 495, 498, 507, 560
ville and Saint Louis R. R. (VI, 1410). 186
ville and Wadley R. R. (V, 1214).... 172
ville Bridge Co. (V, 1215)..... 172, 268, 322, 363, 391, 444, 495, 560
ville, Evansville and Saint Louis onsolidated R. R. (III, 826..... 87, 146, 256, 312, 357, 386, 430, 489, 546
ville, Hardinsburg and Western . R. (V, 1175)..... 226
ville, New Albany and Chicago y. (III, 827)..... 148, 256, 312, 357, 386, 430, 489, 546
ville, New Albany and Corydon .R. (III, 830). 148, 256, 312, 357, 386, 430, 489, 546
ville, New Orleans and Texas Ry. 7, 1172)..... 226, 268, 322, 363, 391, 444, 495, 560
ville Railway Transfer Co. (V, 1202). 170, 268, 363, 444, 495, 560
ville, Saint Louis and Texas Ry. (V, 116)..... 172
ville Southern R. R. (V, 1145)..... 168
ll and Andover R. R. (I, 31)..... 98, 234, 346, 408, 478, 512
ll and Hastings R. R. (III, 831)..... 87, 148
ll Logging R. R. (X, 1734)..... 90, 228
sock R. R. (II, 586)..... 89, 132, 250, 354, 424, 486, 536
rville and Colony Mountain R. R. 7III, 1599)..... 200
ns Valley Railroad and Coal Co. (II, 56)..... 128, 248, 353, 422, 485, 534
hburg and Durham R. R. (IV, 1005) . 158
n and Atlantic R. R. (V, 1163)..... 168
n and Birmingham R. R. (V, 1168)... 168
n and Northern R. R. (V, 1260)..... 174
n, Dublin and Savannah R. R. (V, 117)..... 172
pin R. R. (II, 471)..... 124
River and Humboldt R. R. (X, 1798). 212
ion, Alton and Chicago Ry. (VI, 123)..... 186
ion, Illinois and St. Louis Ry. (VIII, 548)..... 204
ning Coal R. R. (III, 818)..... 146, 256, 357, 430, 489, 546
ning Valley R. R. (II, 380)..... 118, 244, 306, 351, 383, 416, 483, 526
pac Falls R. R. (II, 407)..... 120, 244, 351, 416, 483, 526
Central R. R. (I, 93)..... 102, 236, 300, 347, 380, 408, 479, 514
ie and Saint Lawrence Ry. (II, 257). 88, 112, 240, 349, 414, 481, 520
noth Cave R. R. (V, 1203)..... 172, 268, 363, 444, 495, 560
hester and Augusta R. R. (IV, 953).. 156
hester and Keene R. R. (I, 32)..... 98
hester and Lawrence R. R. (I, 33) ... 98, 234, 346, 408, 478, 512
hester and North Weare R. R. (I, 65). 100
attan, Alma and Burlingame Ry. 7III, 1548).. 198, 282, 332, 369, 396, 458, 501, 574
tee and Grand Rapids R. R. (III, 2)..... 87, 148, 256, 312, 357, 386, 430, 489, 546
tee and Luther Ry. (III, 833)..... 87, 148
tee and Northeastern R. R. (III, 4)..... 87, 148
tique Ry. (III, 835)..... 87, 148

Page.

Manitou and Pike's Peak Ry. (VIII, 1600). 200, 282, 332, 369, 396, 458, 501, 576
Mansfield Railway and Transportation Co. (IX, 1707)..... 206
Manufacturers' R. R. (II, 243)..... 110
Manufacturers' Extension R. R. (II, 244). 110
Maricopa and Phœnix R. R. (X, 1799).... 212, 290, 338, 373, 399, 466, 505, 584
Marietta and North Georgia Ry. (V, 1218). 172
Marietta, Hocking and Northern Ry. (III, 836)..... 148
Marine Ry. (II, 378)..... 118, 244, 306, 351, 383, 416, 483, 526
Marquette and Western R. R. (VI, 1322).. 226
Marquette, Houghton and Ontonagon R. R. (VI, 1321)..... 226
Martha's Vineyard R. R. (I, 103)..... 102, 236, 300, 347, 381, 410, 479, 516
Martins Creek R. R. of New Jersey (II, 525)..... 94, 128
Martins Creek R. R. of Pennsylvania (II, 526)..... 94, 128
Mary Lee Coal and Ry. Co. (V, 1219)..... 172
Mason and Oceana R. R. (III, 837)..... 148, 256, 312, 357, 386, 430, 489, 546
Mason City and Fort Dodge R. R. (VI, 1424)..... 186, 276, 326, 366, 398, 452, 498, 570
Massillon R. R. (III, 757)..... 89, 142
Massillon and Cleveland R. R. (III, 879). 150, 258, 358, 432, 490, 548
Maysville and Big Sandy R. R. (V, 1084). 224
McKean and Buffalo R. R. (II, 689)..... 138
McKeesport and Bessemer R. R. (II, 499). 89, 126, 246, 353, 420, 484, 532
McKeesport Connecting R. R. (II, 381)... 118, 244, 306, 351, 383, 416, 483, 526
Meadville, Conneaut Lake and Linesville R. R. (III, 910)... 90, 152, 260, 359, 434, 491, 550
Mechanicsville and Fort Edward R. R. (II, 329)..... 116
Memphis and Charleston R. R. (V, 1146). 168, 266, 320, 362, 390, 442, 494, 558
Menomonie Ry. (VI, 1307)..... 226
Meriden, Waterbury and Connecticut River R. R. (I, 113)..... 102, 236, 300, 347, 381, 410, 479, 516
Metropolitan Southern R. R. (II, 182).... 108
Michigan Air Line R. R. (III, 848)..... 148, 258, 357, 432, 489, 546
Michigan Air Line Ry. (III, 795)..... 146, 256, 310, 357, 385, 430, 489, 544
Michigan Central R. R. (III, 838)..... 87, 148, 256, 312, 357, 386, 432, 489, 546
Michigan, Midland and Canada R. R. (III, 849)..... 148, 258, 357, 432, 489, 546
Middle and East Tennessee Central Ry. (V, 1220)..... 172
Middle Georgia and Atlantic Ry. (V, 1221)..... 172
Middleburg and Schoharie R. R. (II, 382). 88, 118
Middlesborough Belt R. R. (V, 1223)..... 172
Middletown and Cincinnati Ry. (III, 853). 148, 258, 312, 358, 386, 432, 489, 546
Middletown and Crawford R. R. (II, 443)..... 122
Middletown and Hummelstown R. R. (II, 616)..... 134, 250, 308, 355, 384, 424, 486, 538
Middletown, Unionville and Water Gap R. R. (II, 472)..... 124
Middlesex Valley R. R. (II, 384)..... 88, 118, 244, 306, 351, 383, 416, 483, 526
Middle Tennessee and Alabama R. R. (V, 1222)..... 172
Midville, Swainsboro and Red Bluff R. R. (V, 1224)..... 172
Mifflin and Centre County R. R. (II, 500).. 126, 246, 353, 420, 484, 532
Milford and Woonsocket R. R. (I, 114).... 102, 236, 347, 410, 479, 516
Milford, Franklin and Providence R. R. (I, 115)..... 102, 236, 347, 410, 479, 516
Mill Creek and Mine Hill Navigation and R. R. Co. (II, 595)... 132, 250, 354, 424, 486, 536
Mill Creek, Flume and Manufacturing Co. (X, 1875)..... 216, 292, 374, 468, 506, 586
Millen and Southern Ry. (V, 1225)..... 172
Millstone and New Brunswick R. R. (II, 501)..... 126, 246, 353, 420, 484, 532

Page.

Milton and Sutherlin R. R. (IV, 1029) 160, 264, 361, 438, 493, 554
Milwaukee and Lake Winnebago R. R. (VI, 1455)..... 91, 188, 278, 367, 454, 498, 570
Milwaukee and Northern R. R. (VI, 1425). 19, 87, 91, 186, 276, 326, 366, 393, 452, 498, 570
Milwaukee and Superior Ry. (VI, 1426).. 91, 186, 276, 326, 366, 393, 452, 498, 570
Milwaukee, Bay View and Chicago R. R. (VI, 1427) . 186, 276, 328, 366, 393, 452, 498, 570
Milwaukee, Lake Shore and Western Ry. (VI, 1428)..... 87, 91, 186, 276, 328, 366, 394, 452, 498, 570
Minden Railroad and Compress Co. (IX, 1708)..... 206, 286, 330, 371, 398, 462, 503, 580
Mine Hill and Schuylkill Haven R. R. (II, 596)..... 132, 250, 354, 424, 486, 536
Mineral Range R. R. (III, 854)..... 148, 258, 312, 358, 386, 432, 489, 546
Minneapolis and Saint Louis Ry. (VI, 1430)..... 186, 276, 328, 366, 394, 452, 498, 570
Minneapolis Eastern Ry. (VI, 1432) 186, 276, 328, 366, 394, 452, 498, 570
Minneapolis, Saint Paul and Sault Sainte Marie Ry. (VI, 1433) 186, 276, 328, 366, 394, 452, 498, 570
Minneapolis Union Ry. (VI, 1379)..... 88, 182, 274, 365, 450, 497, 566
Minnesota and Wisconsin Ry. (VI, 1434). 91, 186
Minnesota Belt Line Railway and Transfer Co. (VI, 1435) 88, 186
Miramichi R. R. (V, 1226)..... 172
Missisquoi Valley R. R. (I, 53) 100
Mississippi and Little Rock Ry. (VIII, 1601)..... 200
Mississippi River and Bonne Terre Ry. (VIII, 1602) . 200, 282, 332, 369, 396, 460, 501, 576
Mississippi River and Northwestern Ry. (VIII, 1603)..... 200
Mississippi River Bridge Co. (VI, 1314) .. 88, 178, 272, 364, 448, 496, 564
Missouri, Kansas and Eastern Ry. (VI, 1436)..... 88, 186, 276, 328, 366, 394, 452, 498, 570
Missouri, Kansas and Texas Ry. (VIII, IX, 1604). 90, 200, 206, 220, 282, 286, 294, 332, 363, 340, 369, 371, 375, 396, 398, 400, 460, 462, 472, 501, 503, 507, 576
Missouri Pacific Ry. (VIII, 1606)..... 194, 200, 206, 280, 282, 284, 332, 368, 370, 396, 456, 460, 500, 501, 574, 576
Missouri Southeastern Ry. (VIII, 1635).. 88, 202, 284, 332, 370, 396, 460, 502, 578
Missouri Southern R. R. (VIII, 1634) 88, 202, 284, 332, 370, 396, 460, 502, 578
Mobile and Birmingham Ry. (V, 1227).... 172, 268, 322, 363, 391, 444, 495, 562
Mobile and Girard R. R. (V, 1118)..... 166, 266, 362, 442, 494, 558
Mobile and Montgomery Ry. (V, 1204)... 172, 268, 363, 444, 495, 560
Mobile and Ohio R. R. (V, VI, 1228)..... 172, 186, 220, 268, 276, 322, 328, 340, 363, 366, 375, 391, 394, 400, 444, 452, 470, 495, 498, 562, 570
Mobile and Spring Hill R. R. (V, 1229).... 172
Mohawk and Malone Ry. (II, 425)..... 88, 120, 244, 306, 351, 383, 418, 483, 528
Monocacy Valley R. R. (II, 385)..... 118
Monongahela Connecting R. R. (II, 386). 118, 244, 306, 351, 383, 416, 483, 526
Monongahela River R. R. (II, 388)..... 90, 118
Monongahela River and Streets Run R. R. (II, 387)....89, 118, 244, 306, 351, 383, 416, 483, 526
Monson R. R. (I, 104)..... 102, 236, 300, 347, 381, 410, 479, 516
Mont Alto R. R. (II, 389) 118, 244, 306, 351, 383, 416, 483, 526
Montana Ry. (VII, 1534)..... 88, 196, 395
Montana Central Ry. (VII, 1517) 88, 194, 280, 330, 368, 395, 456, 500, 574
Montana Union Ry., (VII, 1533)..... 88, 196, 280, 330, 368, 456, 500, 574
Montgomery and Erie Ry. (II, 444)..... 122, 246, 352, 418, 484, 528
Montgomery and Eufaula Ry. (V, 1119).. 166
Montgomery and Western R. R. (VIII, 1636)..... 88, 202, 284, 334, 370, 396, 460, 512, 578

Page.

Montgomery Terminal Co. (V, 1268) 174
Montour R. P. (II, 390) 118
Montpelier and Wells River R. R. (I, 105)..... 102, 236, 300, 347, 381, 410, 479, 516
Montpelier and White River R. R. (I, 54). 100, 236, 347, 408, 478, 514
Montrose Ry. (II, 391)..... 118, 244, 306, 351, 383, 416, 483, 526
Moosic Mountain and Carbondale R. R. (II, 445) 122
Morgan's Louisiana and Texas Railroad and Steamship Co. (IX, 1734)..... 208, 286, 371, 462, 503, 582
Morris and Essex R. R. (II, 294)..... 114, 242, 350, 414, 482, 522
Morris and Essex Extension R. R. (II, 296)..... 114, 242, 350, 414, 482, 522
Morris County R. R. (II, 392)..... 118
Morristown and Cumberland Gap R. R. (V, 1230)..... 172
Moshassuck Valley R. R. (I, 107)..... 102, 236, 300, 347, 381, 410, 479, 516
Mount Carbon and Port Carbon R. R. (II, 597)..... 132, 250, 354, 424, 486, 536
Mount Carmel and Natalie R. R. (II, 393). 89, 118
Mount Gilead Short Line Ry. (III, 765) .. 144, 254, 310, 356, 385, 428, 488, 542
Mount Gretna R. R. (II, 271) 112
Mount Holly, Lumberton and Medford R. R. (II, 528)..... 128, 248, 353, 422, 485, 532
Mount Hope Mineral R. R. (II, 394)..... 118, 244, 306, 351, 383, 416, 483, 526
Mount Jewett and Smethport R. R. (II, 395)..... 89, 118, 244, 306, 351, 383, 416, 483, 526
Mount Jewett, Kinzua and Ritersville R. R. (II, 396)..... 89, 118, 244, 306, 351, 383, 416, 483, 526
Mount McGregor R. R. (II, 398) 118
Mount Penn Gravity R. R. (II, 399) 89, 118, 244, 306, 351, 383, 416, 483, 526
Mount Pleasant and Broad Ford R. R. (II, 188)..... 108, 240, 349, 412, 481, 530
Mount Washington R. R. (I, 108)..... 102
Muncie Belt Ry. (III, 766)..... 87, 144
Murfreesboro R. R. (IV, 1058) 162
Muskegon, Grand Rapids and Indiana R. R. (III, 889)..... 152, 258, 358, 434, 490, 550
Muskingum County Ry. (III, 721)..... 140
Musquito and Coal Creek R. R. (X, 1800) . 212
Nantasket Beach R. R. (I, 143) 104
Nantucket R. R. (I, 109) 102
Narragansett Pier R. R. (I, 110)..... 102, 236, 300, 347, 381, 410, 479, 516
Nashua and Lowell R. R. (I, 17)..... 96, 234, 346, 406, 478, 512
Nashua, Acton and Boston R. R. (I, 67) .. 100
Nashville and Decatur R. R. (V, 1205)..... 172, 268, 363, 444, 495, 560
Nashville and Knoxville R. R. (V, 1231) . 172, 268, 322, 363, 391, 444, 495, 562
Nashville, Chattanooga and Saint Louis Ry. (V, 1232). 172, 268, 322, 363, 391, 444, 495, 562
Nashville, Florence and Sheffield Ry. (V, 1206) 172, 268, 363, 444, 495, 560
Nashville, Jellico and Charleston Ry. (V, 1234) 172
Natchez, Red River and Texas R. R. (IX, 1710) 208
Natchitoches R. R. (IX, 1711)..... 208
National City and Otay Ry. (X, 1801)..... 87, 212
National Docks Ry. (II, 400)..... 88, 118
Naugatuck R. R. (I, 131)...104, 236, 348, 410, 479, 516
Navarro R. R. (X, 1802)..... 87, 212
Navesink R. R. (II, 245)..... 110
Nebraska Southern Ry. (VII, 1519)..... 194
Nescopec R. R. (II, 502)... 126, 246, 353, 420, 484, 532
Nesquehoning Valley R. R. (II, 246)..... 112, 240, 349, 414, 481, 530
Nevada and Minden Ry. (VIII, 1615)..... 202
Nevada-California-Oregon Ry. (X, 1803).. 212, 290, 338, 373, 399, 466, 505, 564
Nevada Central R. R. (X, 1804)..... 212
Nevada County Narrow Gauge R. R. (X, 1805)..... 214
New Albany Belt and Terminal R. R. (V, 1188)..... 87, 170
New Albany Highland R. R. (III, 855).... 87, 148

Page.

New Boston R. R. (I, 68)..... 100
New Brunswick Ry. (I, 45)..... 98
New Brunswick and Canada Ry. (I, 47).. 98
New Castle and Beaver Valley R. R. (III, 880) 150, 258, 358, 432, 490, 548
New Castle and Butler R. R. (III, 856).... 148, 258, 312, 358, 386, 432, 489, 546
New Castle and Shenango Valley R. R. (III, 863)..... 150, 258, 358, 432, 490, 548
New Hanover Transit Co.'s. R. R. (IV, 999) 158
New Haven and Derby R. R. (I, 129)..... 104, 236, 347, 410, 479, 516
New Haven and Northampton Co. (I, 132) 104, 236, 348, 410, 479, 516
New Jersey and New York R. R. (II, 402) 118, 244, 306, 351, 383, 416, 483, 526
New Jersey and New York Extension R. R. (II, 403) 118, 244, 351, 416, 483, 526
New Jersey Junction R. R. (II, 412)..... 120, 244, 351, 416, 483, 528
New Jersey Southern R. R. (II, 247)..... 112
New London Northern R. R. (I, 55)..... 100, 236, 347, 408, 478, 514
New Mexico and Arizona R. R. (X, 1762) 212, 290, 338, 373, 399, 466, 505, 582
New Orleans and Northeastern R. R. (V, 1235)..... 172, 268, 322, 363, 391, 444, 495, 562
New Orleans, and Northwestern Ry. (IX, 1712) 208, 286, 336, 371, 398, 462, 503, 580
New Orleans and Southern R. R. (IX, 1713) 208
New Orleans, Fort Jackson and Grand Isle R. R. (IX, 1714) 208
New York and Canada R. R. (II, 282)..... 114
New York and Coney Island R. R. (II, 637) 136
New York and Greenwood Lake Ry. (II, 457)..... 122, 246, 306, 352, 383, 418, 484, 528
New York and Harlem R. R. (II, 413) 120, 244, 351, 416, 483, 528
New York and Long Beach R. R. (II, 374) 118
New York and Long Branch R. R. (II, 248)..... 112, 240, 349, 414, 481, 520
New York and Massachusetts Ry. (II, 407) 222
New York and New England R. R. (I, 112) 102, 236, 300, 347, 381, 410, 479, 516
New York and North Pennsylvania R. R. (II, 164) 108
New York and Northern Ry. (II, 406)..... 120 244, 306, 351, 383, 416, 483, 526
New York and Rockaway R. R. (II, 375)... 118, 244, 351, 416, 483, 526
New York and Rockaway Beach Ry. (II, 379)..... 88, 118, 244, 306, 351, 383, 416, 483, 526
New York and Sea Beach Ry. (II, 408) ... 120
New York Bay R. R. (II, 503) 126, 246, 353, 420, 484, 532
New York, Brooklyn, and Manhattan Beach Ry. (II, 376)... 118, 244, 351, 416, 483, 526
New York Central and Hudson River R. R. (II, 409)...88, 89, 120, 148, 244, 258, 306, 312, 351, 358, 383, 386, 416, 432, 483, 490, 526, 548
New York Central, Hudson River and Fort Orange R. R. (II, 427)..... 120
New York, Chicago and Saint Louis R. R. (III, 859) 87, 88, 89, 150, 258, 312, 358, 386, 432, 490, 548
New York, Lackawanna and Western Ry. (II, 298)..... 114, 242, 350, 414, 482, 522
New York, Lake Erie and Western R. R. (II, III, 428)... 88, 89, 120, 150, 220, 244, 258, 306, 312, 340, 351, 358, 375, 383, 386, 400, 418, 432, 470, 483, 490, 528, 548
New York, Lake Erie and Western Coal & R. R. Co. (II, 447)..... 122
New York, New Haven and Hartford R. R. (I, 122) 19, 104, 236, 300, 347, 381, 410, 479, 516
New York, Ontario and Western Ry. (II, 463)..... 124, 246, 306, 352, 383, 418, 484, 528
New York, Pennsylvania and Ohio R. R. (III, 861)..... 150, 258, 358, 432, 490, 548
New York, Philadelphia and Norfolk R. R. (II, 468) 124, 246, 306, 352, 383, 418, 484, 530
New York, Providence and Boston R. R. (I, 137) 222
New York, Susquehanna and Western R. R. (II, 469)..124, 246, 306, 352, 384, 418, 484, 530

Page.

New York, Texas and Mexican Ry. (IX, 1736)..... 208, 286, 371, 462, 503, 582
Newark and Bloomfield R. R. (II, 297).... 114, 242, 350, 414, 482, 522
Newark and Hudson R. R. (II, 446)..... 122
Newark and New York R. R. (II, 249).... 112
Newark, Somerset and Straitsville R. R. (III, 708)..... 140, 254, 356, 428, 488, 540
Newburgh, Dutchess and Connecticut R. R. (II, 401)..118, 244, 306, 351, 383, 416, 483, 526
Newburyport R. R. (I, 34). 98, 234, 346, 408, 478, 512
Newburyport City R. R. (I, 21)..... 222
Newport and Cincinnati Bridge Co. (V, 1213)..... 172, 268, 322, 363, 391, 444, 495, 560
Newport and Richford R. R. (I, 49)..... 98, 234, 346, 408, 478, 514
Newport and Sherman's Valley R. R (II, 405)..... 89, 120, 244, 306, 351, 383, 416, 483, 526
Newport and Wickford R. R. (I, 111)..... 102
Newport News and Mississippi Valley Co. (V, 1236)..... 87, 172, 268, 322, 363, 391, 446, 495, 562
Niagara Falls Branch R. R. (II, 415)..... 120, 244, 351, 418, 483, 528
Nittany Valley R. R. (II, 474)..... 89, 124
Norfolk and Carolina R. R. (IV, 1001).... 158, 262, 316, 360, 388, 436, 492, 552
Norfolk and Ocean View Railroad and Hotel Co. (IV, 1002)..... 158, 262, 316, 360, 388, 436, 492, 552
Norfolk and Southern R. R. (IV, 1003).... 158, 262, 316, 360, 388, 436, 492, 552
Norfolk and Western R. R. (III, IV, 868). 89, 90, 150, 158, 220, 258, 262, 294, 312, 316, 340, 358, 360, 375, 386, 388, 400, 432, 436, 470, 490, 492, 507, 548
Norfolk, Albemarle and Atlantic R. R. (IV, 1000) 158
Norristown Junction R. R. (II, 598)..... 132, 250, 354, 424, 486, 536
North and West Branch Ry. (II, 504)..... 126, 246, 353, 420, 484, 532
North Brookfield R. R. (I, 9) .96, 234, 346, 406, 478, 512
North Carolina R. R. (IV, 1030)..... 160, 264, 361, 438, 493, 554
North Carolina Midland R. R. (IV, 1031) 160, 264, 361, 438, 493, 554
North Galveston, Houston and Kansas City R. R. (IX, 1715)..... 90, 208
North Pacific Coast R. R. (X, 1817) 214, 290, 338, 373, 399, 466, 505, 584
North Pacific Terminal Co. (X, 1819) 214
North Pennsylvania R. R. (II, 599)..... 132, 250, 354, 424, 486, 538
North Texas, Land and Timber Co.'s R. R. (IX, 1716) 208
Northeast Pennsylvania R. R. (II, 617)... 134, 250, 308, 355, 384, 424, 486, 538
Northeastern R. R. of Georgia (V, 1258) 174, 270, 363, 446, 495, 562
Northeastern R. R. of South Carolina (IV, 954) 156, 262, 360, 436, 492, 552
Northern R. R. of New Hampshire (I, 19). 96
Northern R. R. of New Jersey (II, 449)... 122, 246, 352, 418, 484, 528
Northern Ry. (X, 1856)... 216, 290, 373, 468, 505, 584
Northern Adirondack R. R. (II, 475)..... 88, 124, 246, 306, 352, 384, 418, 484, 530
Northern California Ry. (X, 1857) 216, 290, 373, 468, 505, 584
Northern Central Ry. (II, 543)..... 128, 248, 308, 353, 384, 422, 485, 534
Northern Central Michigan R. R. (III, 819) 146, 256, 357, 430, 489, 546
Northern Coal and Iron Co. (II, 283)..... 114, 242, 350, 414, 482, 522
Northern Division Cumberland and Ohio R. R. (V, 1207).....172, 268, 363, 444, 495, 560
Northern Pacific R. R. (VI, VII, X, 1438). 87, 88, 90, 91, 186, 194, 214, 220, 276, 280, 290, 294, 328, 330, 338, 340, 366, 368, 373, 375, 394, 395, 399, 400, 452, 456, 466, 470, 498, 500, 505, 507, 570, 574, 584
Northern Pacific and Cascade R. R. (X, 1810)..... 90, 214
Northern Pacific and Montana R. R. (VII, 1524) 88, 194, 280, 368, 456, 500, 574
Northern Pacific and Puget Sound Shore R. R. (X, 1811)..... 90, 214

Page.

Northern Pacific, Fergus and Black Hills R. R. (VI, 1446) 188
Northern Pacific, La Moure and Missouri River R. R. (VI, 1447) 188
Northwestern Monroe Ry. (III, 869) 89, 150, 258, 312, 358, 386, 432, 490, 548
Northwestern North Carolina R. R. (IV, 1032) 160, 264, 361, 438, 493, 554
Norway Branch R. R. (I, 87) 102, 236, 347, 408, 479, 514
Norwich and Worcester R. R. (I, 116) 102, 236, 347, 410, 479, 516
Nyack and Northern R. R. (II, 450) 122, 246, 352, 418, 484, 528
Oberlin and La Grange R. R. (III, 820) 89, 146
Oconee and Western R. R. (V, 1243) 174, 268, 322, 363, 391, 446, 495, 562
Ogden and Hot Springs Ry. (X, 1820) 214
Ogden Mine R. R. (II, 250) 112
Ogden Union Railway and Depot Co. (X, 1821) 214
Ogdensburg and Lake Champlain R. R. (II, 258) 112, 240, 349, 414, 481, 522
Ohio and Baltimore Short Line Ry. (Eastern Division) (II, 183) .. 108, 240, 349, 412, 481, 518
Ohio and Baltimore Short Line Ry. (Western Division) (II, 196) 108
Ohio and Big Sandy R. R. (V, 1087) 224
Ohio and Mississippi Ry. (III, VI, 870) .. 150, 188, 220, 258, 278, 294, 312, 328, 340, 358, 367, 375, 386, 394, 400, 432, 454, 470, 490, 498, 507, 548
Ohio Connecting Ry. (III, 898) 152, 258, 359, 434, 490, 530
Ohio River R. R. (IV, 1007) 90, 158, 262, 316, 360, 388, 436, 492, 552
Ohio Southern R. R. (III, 871) 89, 150, 258, 312, 358, 386, 432, 490, 548
Ohio Valley Ry. (V, 1239) 87, 174, 268, 322, 363, 391, 446, 495, 562
Oil City and Ridgeway Railway and Mining Co. (II, 476) 124, 246, 306, 352, 384, 418, 484, 530
Old Colony R. R. (I, 138) 104, 238, 300, 348, 381, 410, 480, 516
Olean, Bradford and Warren R. R. in New York (II, 690) 138
Olean, Bradford and Warren Ry. in Pennsylvania (II, 691) 138
Olive and Sternenberg Timber R. R. (IX, 1717) 90, 208
Omaha and Republican Valley Ry. (VII, 1535) 196, 280, 330, 368, 395, 456, 500, 574
Omaha and Saint Louis Ry. (VI, 1457) 188, 278, 328, 367, 394, 454, 498, 570
Omaha Belt Ry. (VIII, 1616) 202
Omaha Southern Ry. (VII, 1520) 194
Ontario, Carbondale and Scranton Ry. (II, 464) 124, 246, 352, 418, 484, 530
Orange Belt Ry. (V, 1244) 87, 174, 268, 322, 363, 391, 446, 495, 562
Orange County R. R. (II, 365) 118, 244, 306, 351, 383, 416, 483, 526
Orchard Beach R. R. (I, 35) 222
Oregon and California R. R. (X, 1858) 216, 292, 373, 468, 505, 584
Oregon and Texas Ry. (II, 477) 89, 124, 246, 306, 352, 384, 418, 484, 530
Oregon and Washington Territory R. R. (X, 1759) 228, 290, 338, 373, 399, 466, 505, 584
Oregon Pacific R. R. (X, 1822) 214
Oregon Railway and Navigation Co. (X, 1872) 292, 338, 374, 399, 468, 506, 586
Oregon Extension Co. (X, 1876) 218, 292, 374, 468, 506, 586
Oregon Short Line and Utah Northern Ry. (X, 1871) . 216, 292, 338, 374, 399, 468, 506, 586
Oregonian R. R. (X, 1859) . 216, 292, 373, 468, 505, 584
Orleans, West Baden and French Lick Springs Ry. (III, 829) 148
Oswego and Rome R. R. (II, 416) 120, 244, 351, 418, 483, 528
Oswego and Syracuse R. R. (II, 299) 114, 242, 350, 414, 482, 522
Otto Glen R. R. (II, 478) 124
Owasco River Ry. (II, 479) 124, 246, 306, 352, 384, 418, 484, 530
Owensboro and Nashville Ry. (V, 1208) 172, 268, 363, 444, 495, 560
Owensboro, Falls of Rough and Green River R. R. (V, 1240) 174

Page.

Oxford and Clarksville R. R. (IV, 1023) .. 160, 264, 361, 438, 493, 554
Oxford and Coast Line. (IV, 1010) 158
Oxford and Henderson R. R. (IV, 1035) ... 160, 264, 361, 438, 493, 554
Oyster Bay Extension R. R. (II, 377) 118
Pacific Ry. in Nebraska (VII, 1521) 194, 280, 368, 456, 500, 574
Pacific and Great Eastern R. R. (VIII, 1637) 202
Pacific Coast Ry. (X, 1824) 214
Pacific Lumber Co.'s R. R. (X, 1825) 214
Pacific Lumber and Wood Co.'s R. R. (X, 1826) 214
Packwaukee and Montello R. R. (VI, 1456) . 188, 278, 367, 454, 498, 570
Paducah, Tennessee and Alabama R. R. (V, 1245) 174
Pajaro Valley R. R. (X, 1827) 87, 214
Palmetto R. R. (IV, 1011) 158, 262, 316, 360, 388, 438, 492, 552
Pan-American Ry. (IX, 1718) 208
Pan Handle Ry. (IX, 1751) 210
Paragould and Buffalo Island Ry. (VIII, 1583) 228
Paragould Southeastern Ry. (VIII, 1638) . 202
Paris and Great Northern Ry. (VIII, 1555) . 198
Paris, Marshall and Sabine Pass Ry. (IX, 1719) 208, 286, 336, 371, 396, 462, 503, 580
Parkersburg Branch R. R. (II, 184) 108, 240, 349, 412, 481, 518
Pasadena Ry. (X, 1732) 226
Passaic and Delaware R. R. (II, 300) 114, 242, 350, 414, 482, 522
Passaic and Delaware Extension R. R. (II, 301) 114, 242, 350, 414, 482, 524
Passaic and New York R. R. (II, 473) 124
Passenger Belt Ry. (V, 1191) 170
Paterson and Hudson River R. R. (II, 451) . 122, 246, 352, 418, 484, 528
Paterson and Ramapo R. R. (II, 452) 122, 246, 352, 418, 484, 528
Paterson, Newark and New York R. R. (II, 454) 122
Pawnee R. R. (VI, 1458) 188, 278, 328, 367, 394, 454, 498, 570
Pawtuxet Valley R. R. (I, 134) 104
Peacock and Peterson R. R. (V, 1246) 174
Pecos River R. R. (IX, 1721) 208, 286, 336, 371, 396, 462, 503, 580
Pecos Valley Ry. (IX, 1720) 208, 286, 336, 371, 396, 462, 503, 580
Pemberton and Hightstown R. R. (II, 669) . 136
Pemigewasset Valley R. R. (I, 69) 100, 236, 347, 408, 479, 514
Peninsular, Deer Park and Southern R. R. (VI, 1459) 87, 188
Pennsboro and Harrisville Ritchie County Ry. (IV, 1012) 158
Pennsylvania Co. (III, 872) 87, 89, 124, 150, 188, 246, 258, 278, 306, 312, 328, 332, 358, 367, 384, 386, 394, 418, 432, 454, 484, 490, 499, 530, 548, 570
Pennsylvania R. R. (II, 481) ... 89, 94, 124, 158, 246, 262, 308, 352, 360, 384, 420, 438, 484, 492, 530, 554
Pennsylvania and New York Canal and R. R. Co. (II, 587) .. 89, 132, 250, 354, 424, 486, 536
Pennsylvania and Northwestern R. R. (II, 566) 89, 130
Pennsylvania, Poughkeepsie and Boston R. R. (II, 618) . 134, 250, 308, 355, 384, 424, 486, 536
Pennsylvania Schuylkill Valley R. R. (II, 505) 89, 126, 246, 353, 420, 484, 532
Pensacola and Andalusia R. R. (V, 1249) .. 87, 174
Pensacola and Mobile R. R. (V, 1250) .. 87, 174, 222
Pensacola and Mobile Railroad and Manufacturing Co. (V, 1205) 226
Pensacola and Perdido R. R. (V, 1248) 174
Pensacola, Alabama and Tennessee R. R. (V, 1247) 87, 174
People's Ry. (II, 567) 130
Peoria and Bureau Valley R. R. (VI, 1347) . 180, 274, 364, 448, 496, 566
Peoria and Eastern Ry. (III, VI, 767) 144, 182, 220, 254, 274, 294, 310, 324, 340, 356, 365, 375, 385, 392, 400, 428, 450, 470, 488, 497, 507, 542
Peoria and Pekin Union R. R. (VI, 1461) . 188
Peoria, Decatur and Evansville Ry. (VI, 1372) 182, 274, 326, 365, 393, 450, 497, 566

Page.

Peoria Terminal Ry. (VI, 1406)..... 184
Perkiomen R. R. (II, 620)..... 134, 250, 308, 355, 384, 424, 486, 538
Perry R. R. (II, 217)..... 110
Perry County R. R. (II, 568)..... 130
Perth Amboy and Woodbridge R. R. (II, 506)..... 126, 246, 353, 420, 484, 532
Peru and Detroit Ry. (III, 935)..... 154, 260, 359, 434, 491, 550
Peterborough R. R. (I, 18). 96, 224, 346, 406, 478, 512
Peterborough and Hillsborough R. R. (I, 21)..... 96
Petersburg R. R. (IV, 956)..... 156
Petersburg and Asylum R. R. (IV, 1014). 158
Philadelphia and Baltimore Central R. R. (II, 557)..... 130, 248, 354, 422, 485, 534
Philadelphia and Chester Valley R. R. (II, 621)..... 134, 250, 308, 355, 384, 424, 486, 538
Philadelphia and Erie R. R. (II, 507)..... 126, 248, 353, 420, 485, 532
Philadelphia and Frankford R. R. (II, 600). 89, 132, 250, 354, 424, 486, 538
Philadelphia and Long Branch R. R. (II, 506)..... 126, 248, 353, 420, 485, 532
Philadelphia and Newtown Connecting Co. (II, 594)..... 224
Philadelphia and Northern R. R. (II, 622). 134, 250, 308, 355, 384, 424, 486, 538
Philadelphia and Reading R. R. (II, 569) . 88, 89, 130, 248, 308, 354, 384, 422, 486, 536
Philadelphia and Reading Terminal R. R. (II, 601)..... 89, 134, 250, 354, 424, 486, 538
Philadelphia and Trenton R. R. (II, 529) . 89, 128, 248, 353, 422, 485, 534
Philadelphia, Germantown and Chestnut Hill R. R. (II, 509)..... 89, 126, 248, 353, 420, 485, 532
Philadelphia, Germantown and Norristown R. R. (II, 602). 89, 134, 250, 354, 424, 486, 538
Philadelphia, Harrisburg and Pittsburg R. R. (II, 604)..... 134, 250, 354, 424, 486, 538
Philadelphia, Marlton and Medford R. R. (II, 537)..... 128, 248, 353, 422, 485, 534
Philadelphia, Newtown and New York R. R. (II, 630). 134, 250, 308, 355, 384, 426, 487, 538
Philadelphia, Reading, and New England R. R. (II, 631)..... 88, 134, 250, 308, 385, 384, 426, 487, 538
Philadelphia, Wilmington and Baltimore R. R. (II, 550)..... 89, 130, 158, 248, 262, 308, 354, 360, 384, 422, 438, 485, 492, 534, 554
Phillips and Rangeley R. R. (I, 146)..... 106, 238, 300, 348, 381, 410, 480, 518
Pickering Valley R. R. (II, 605)..... 134, 250, 354, 424, 486, 538
Piedmont R. R. (IV, 1036). 160, 264, 361, 438, 493, 554
Piedmont and Cumberland Ry. (IV, 1081). 164, 264, 361, 440, 493, 556
Pine Bluff and Eastern R. R. (VIII, 1639). 202, 284, 334, 370, 396, 460, 502, 578
Pine Bluff, Monroe and New Orleans R. R. (VIII, 1585)..... 228
Pine Creek Ry. (II, 325).. 116, 242, 350, 416, 482, 524
Piqua and Troy Branch R. R. (III, 744) .. 142
Pittsboro R. R. (IV, 1065)..... 162
Pittsburg R. R. (X, 1828)..... 87, 214
Pittsburgh and Castle Shannon R. R. (III, 901)..... 152, 258, 312, 359, 386, 434, 490, 550
Pittsburg and Columbus Ry. (VIII, 1556). 198
Pittsburgh and Connellsville R. R. (II, 185)..... 108, 240, 349, 412, 481, 518
Pittsburgh and Lake Erie R. R. (III, 902). 89, 152, 260, 312, 359, 386, 434, 491, 550
Pittsburgh and Moon Run R. R. (III, 905). 152, 260, 312, 359, 386, 434, 491, 550
Pittsburg and Northern R. R. (III, 713) .. 140
Pittsburgh and Western Ry. (III, 709)... 89, 140, 254, 310, 356, 385, 428, 488, 540
Pittsburgh, Akron and Western R. R. (III. 906)..... 152
Pittsburgh, Chartiers and Youghiogheny Ry. (III, 907)..... 90, 152, 260, 312, 359, 386, 434, 491, 550
Pittsburgh, Cincinnati, Chicago and Saint Louis Ry. (III, 891)..... 87, 89, 152, 258, 312, 358, 386, 434, 490, 550
Pittsburgh, Cleveland and Toledo R. R. (III, 711)..... 89, 140, 254, 356, 428, 488, 542

Page.

Pittsburgh, Fort Wayne and Chicago Ry. (III, 878)..... 150, 258, 358, 432, 490, 548
Pittsburgh Junction R. R. (III, 911)..... 90, 152
Pittsburgh, Marion and Chicago Ry. (III, 908)..... 152, 260, 312, 359, 386, 434, 491, 550
Pittsburgh, McKeesport and Youghiogheny R. R. (III, 903)..... 89, 152, 260, 359, 434, 491, 550
Pittsburgh, Ohio Valley and Cincinnati R. R. (III, 881)..... 89, 150, 258, 358, 432, 490, 548
Pittsburgh, Painesville and Fairport Ry. (III, 712)..... 140
Pittsburgh, Shenango and Lake Erie R. R. (III, 909)..... 89, 90, 152, 260, 314, 359, 386, 434, 491, 550
Pittsburgh, Virginia and Charleston Ry. (II, 510)..... 89, 126, 248, 353, 420, 485, 532
Pittsburgh, Wheeling and Kentucky R. R. (III, 899)..... 152, 258, 359, 434, 490, 550
Pittsburgh, Youngstown and Ashtabula R. R. (III, 882)..... 150, 258, 358, 432, 490, 548
Pittsfield and North Adams R. R. (I, 10).. 96 284, 346, 406, 478, 512
Pittsford and Rutland R. R. (I, 60)..... 100, 236, 347, 408, 479, 514
Plattsburgh and Dannemora R. R. (II, 263)..... 112
Plymouth R. R. (II. 603).. 134, 250, 354, 424, 486, 538
Plymouth and Middleborough R. R. (I, 144)..... 104
Point Pleasant Bridge Co. (IV, 967).....89, 90, 224
Pomeroy and Newark R. R. (II, 511)..... 126, 248, 353, 420, 485, 532
Pontiac, Oxford and Northern R. R. (III, 912)..... 154
Port Arthur, Duluth and Western Ry. (VI, 1462)..... 88, 188
Port Clinton Short Line Ry. (III, 913)..... 154
Port Edwards, Centralia and Northern Ry. (VI, 1463)..... 188, 278, 328, 367, 394, 454, 499, 572
Port Jervis, Monticello and New York R. R. (II, 634) 134, 250, 308, 355, 384, 426, 487, 538
Port Reading R. R. (II, 623)..... 134, 250, 308, 355, 384, 424, 486, 538
Port Royal and Augusta Ry. (IV, 1015) 158, 262, 316, 360, 388, 438, 492, 554
Port Royal and Western Carolina Ry. (IV, 978)..... 156
Port Townsend and Southern R. R. (X, 1829)..... 90, 214
Portland and Ogdensburg Ry. (I, 101)..... 102, 236, 347, 410, 479, 514
Portland and Puget Sound R. R. (X, 1879)..... 218
Portland and Rochester R. R. (I, 147)..... 106, 238, 302, 348, 381, 410, 480, 518
Portland and Rumford Falls Ry. (I, 148). 106, 238, 302, 348, 381, 410, 480, 518
Portland and Willamette Valley Ry. (X, 1796)..... 228, 292, 373, 468, 505, 584
Portland and Yamhill R. R. (X, 1860)..... 216, 292, 373, 468, 505, 584
Portland, Chicago and Mount Scott R. R. (X, 1767)..... 228
Portland, Saco and Portsmouth R. R. (I, 35)..... 98, 234, 346, 408, 478, 512
Portsmouth and Dover R. R. (I, 29)..... 98, 234, 346, 408, 478, 512
Portsmouth and Tygart Valley R. R. (V, 1251)..... 174
Potomac R. R. (IV, 1048). 162, 264, 361, 438, 493, 556
Potomac, Fredericksburg and Piedmont R. R. (IV, 1016)..... 158, 262, 316, 360, 388, 438, 492, 554
Potomac Valley R. R. (II, 682)..... 90, 136
Poughkeepsie and Eastern Ry. (II, 635).. 136, 252, 308, 355, 384, 426, 487, 540
Poughkeepsie Bridge R. R. (II, 230)..... 222
Powellton and Pocahontas Ry. (IV, 1017). 90, 160, 262, 316, 360, 388, 438, 492, 554
Prairie du Chien and McGregor Ry. (VI, 1464)..... 188, 278, 324, 367, 394, 454, 499, 572
Prescott and Arizona Central Ry. (X, 1830)..... 214
Prescott and Northwestern R. R. (VIII, 1649)..... 202
Princeton and Western Ry. (VI, 1325)..... 180
Procter Coal Co.'s R. R. (V, 1252)..... 174

Page.

Profile and Franconia Notch R. R. (I, 76). 100
Prospect Park and Coney Island R. R. (II, 636) 136
Prospect Park and South Brooklyn R. R. (II, 638) 136
Providence and Springfield R. R. (I, 117). 102, 236, 347, 410, 479, 516
Providence and Worcester R. R. (I, 135). 19, 104, 236, 348, 410, 479, 516
Providence, Warren and Bristol R. R. (I, 145) 106, 238, 348, 410, 480, 518
Providence, Webster and Springfield R. R. (I, 11) 96, 234, 346, 406, 478, 512
Pueblo and State Line R. R. (VIII, 1617). 202, 284, 370, 460, 502, 576
Puget Sound and Chehalis Ry. (X, 1831).. 90, 214
Puget Sound and Gray's Harbor Railroad and Transportation Co. (X, 1832) 214
Queen Anne's and Kent R. R. (II, 559)... 130, 248, 354, 422, 485, 534
Quincy, Alton and Saint Louis Ry. (VI, 1334) 180, 272, 364, 448, 496, 564
Quincy, Omaha and Kansas City Ry. (VI, 1465) 188, 278, 328, 367, 394, 454, 499, 572
Quincy Railroad Bridge Co. (VI, 1390).... 88, 184, 274, 365, 450, 497, 568
Raleigh and Augusta Air Line R. R. (IV, 1064) 162, 264, 316, 361, 388, 438, 493, 556
Raleigh and Gaston R. R. (IV, 1059)..... 162, 264, 316, 361, 388, 438, 493, 556
Raleigh and Western Ry. (IV, 1018)..... 160
Raleigh Springs R. R. (V, 1253) 174
Rantoul R. R. (VI, 1400).. 184, 276, 366, 452, 498, 568
Raritan River R. R. (II, 639) 136
Ravenswood, Spencer and Glenville Ry. (IV, 1009) 158
Reading and Columbia R. R. (II, 624)..... 134, 250, 308, 355, 384, 424, 486, 538
Reading, Marietta and Hanover R. R. (II, 626) 134, 250, 355, 424, 486, 538
Rensselaer and Saratoga R. R. (II, 284)... 88, 100, 114, 242, 350, 414, 482, 522
Reppardia and Buffalo R. R. (V, 1208).... 226
Rew City and Eldred R. R. (II, 211)..... 89, 222
Reynoldsville and Falls Creek R. R. (II, 640) 136, 252, 308, 355, 384, 426, 487, 540
Rhode Island and Massachusetts R. R. in Massachusetts (I, 118).102, 236, 347, 410, 479, 516
Rhode Island and Massachusetts R. R. in Rhode Island (I, 119) 104
Richland and Petersburg R. R. (II, 564).. 130
Richmond and Danville R. R. (IV, 1019).. 160, 174, 262, 268, 316, 322, 360, 363, 388, 391, 438, 446, 492, 495, 554, 562
Richmond and Mecklenburg R. R. (IV, 1037) 160, 264, 361, 438, 493, 554
Richmond and Petersburg R. R. (IV, 957). 156
Richmond, Fredericksburg and Potomac R. R.(IV,1047).162, 264, 316, 361,388, 438, 493, 556
Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroad Connection Co. (IV, 1049)..... 162, 264, 361, 438, 493, 556
Richmond, Nicholasville, Irvine and Beattyville R. R. (V, 1261) 174
Richmond, York River and Chesapeake R. R. (IV, 1038) 160, 264, 361, 438, 493, 554
Ridgway and Clearfield R. R. (II, 512).... 126, 248, 353, 420, 485, 532
Rio Grande R. R. (IX, 1722) 208, 286, 336, 371, 398, 462, 503, 580
Rio Grande and Eagle Pass Ry. (IX, 1723). 208, 286, 336, 371, 398, 462, 503, 580
Rio Grande and El Paso R. R. (VIII, 1542). 198
Rio Grande Gunnison Ry. (VIII, 1571)... 200, 282, 369, 458, 501, 576
Rio Grande Junction Ry. (VIII, 1572).... 200, 282, 369, 458, 501, 576
Rio Grande Southern R. R. (VIII, 1641).. 202
Rio Grande Western Ry. (X, 1833) 214, 290, 338, 373, 399, 466, 505, 584
Ripley and Mill Creek Valley R. R. (IV, 1050) 162
Riverfront R. R. (II, 513). 126, 248, 353, 420, 485, 532
Roanoke R. R. (IV, 1051) 162
Roanoke and Southern Ry. (IV, 1006) 158

Page.

Roanoke and Tar River R. R. (IV, 1055).. 162, 264, 361, 438, 493, 556
Robeline and Sabine Pass R. R. (IX, 1724). 208
Rochester and Genesee Valley R. R. (II, 435) 122, 246, 352, 418, 483, 528
Rochester and Glen Haven R. R. (II, 633). 224
Rochester and Lake Ontario Ry. (II, 641). 136, 252, 308, 355, 384, 426, 487, 540
Rochester, Hornellsville and Lackawanna R. R. (II, 635) 224
Rochester, New York and Pennsylvania R. R. (II, 692) 138
Rock Island and Peoria Ry. (VI, 1466)... 188, 278, 328, 367, 394, 454, 499, 572
Rockaway Valley R. R. (II, 642)..... 136
Rockbridge, Alum and Goshen R. R. (IV, 1052) 162
Rockport R. R. (I, 150) 100, 238, 302, 348, 381, 410, 480, 518
Rockport, Langdon and Northern R. R. (VI, 1467) 188
Rockville R. R. (I, 120) 104, 236, 347, 410, 479, 516
Rockwood and Tennessee River Ry. (V, 1262) 174
Rocky Fork and Cooke City R. R. (VII, 1525) 194
Rocky Hill Railroad and Transportation Co. (II, 531) 128, 248, 353, 422, 485, 534
Rocky Mountain R. R. of Montana (VII, 1526) 88, 194
Rogue River Valley Ry. (X, 1836) 214
Rome and Clinton R. R. (II, 465) 124, 246, 352, 418, 484, 530
Rome R. R., of Georgia (V, 1263)..... 174
Rome, Watertown and Ogdensburg R. R. (II, 414) 120, 244, 351, 416, 483, 528
Rooks County R. R. (VIII, 1618) 202, 284, 370, 460, 502, 576
Roswell R. R. (V, 1255) 174, 268, 363, 446, 495, 562
Ruby Hill R. R. (X, 1837)..... 214
Rumford Falls and Buckfield R. R. (I, 149) 106
Rupert and Bloomsburg R. R. (II, 627) ... 134, 250, 308, 355, 384, 424, 487, 538
Rutland R. R. (I, 57)..... 100
Rutland and Whitehall R. R. (I, 77)..... 100
Saginaw and Grand Rapids R. R. (III, 733). 142, 254, 356, 428, 488, 542
Saginaw and Western R. R. (III, 731) 142, 254, 356, 428, 488, 542
Saginaw Bay and Northwestern R. R. (III, 850) 87, 148, 258, 358, 432, 489, 546
Saginaw, Tuscola and Huron R. R. (III, 914) 154
Saginaw Valley and Saint Louis R. R. (III, 732).....142, 254, 310, 356, 385, 428, 488, 542
Saint Augustine and Halifax River Ry. (V, 1139) 224
Saint Augustine and South Beach Ry. (V, 1264) 174
Saint Clairsville and Northern Ry. (III, 915) 154
Saint Cloud, Grantsburg and Ashland R. R. (VI, 1486) 190, 278, 367, 454, 499, 572
Saint Cloud Sugar Belt Ry. (V, 1229)..... 226
Saint Croix and Penobscot R. R. (I, 151).. 106, 238, 302, 348, 381, 410, 480, 518
Saint Helen, Houghton Lake and Western R. R. (III, 890) 87, 224
Saint Johns and Halifax River Ry. (V, 1140) 224
Saint Johns and Lake Eustis Ry. (V, 1183). 87, 170
Saint Johnsbury and Lake Champlain R. R. (I, 38) 98, 234, 300, 346, 380, 408, 478, 512
Saint Joseph and Grand Island R. R. (VII, 1536) 88, 196, 280, 330, 368, 395, 456, 500, 574
Saint Joseph Terminal R. R. (VI, 1468)... 188
Saint Joseph Union Depot Co. (VI, 1469). 190
Saint Joseph Valley Ry. (III, 916)..... 154
Saint Lawrence and Adirondack R. R. (II, 266) 88, 222
Saint Louis and Cairo R. R. (VI, 1437).... 186, 276, 366, 452, 498, 570
Saint Louis and Chicago Ry. (VI, 1412) 196, 276, 366, 452, 498, 568
Saint Louis and Eastern Ry. (VI, 1477)... 190
Saint Louis and Hannibal Ry. (VI, 1478). 88, 190

Page.
Saint Louis and Peoria R. R. (VI, 1479) .. 190
Saint Louis and San Francisco Ry. (VIII, 1549)..... 198, 282, 332, 369, 396, 458, 501, 574
Saint Louis and Suburban Ry. (VIII, 1642) 88, 202
Saint Louis, Alton and Springfield R. R. (VI, 1420) 226
Saint Louis, Alton and Terre Haute R. R. (VI, 1470).... 190, 278, 328, 367, 394, 454, 499, 572
Saint Louis Bridge Co. (VIII, 1654)..... 204, 284, 370, 460, 502, 578
Saint Louis, Cape Girardeau and Fort Smith Ry. (VIII, 1645)..... 204
Saint Louis, Chicago and Saint Paul R. R. (VI, 1480)..... 190
Saint Louis, Council Bluffs and Omaha R. R. (VI, 1506) 192
Saint Louis, Indianapolis and Eastern R. R. (VI, 1481)..... 190, 278, 328, 367, 394, 454, 499, 572
Saint Louis, Iron Mountain and Southern Ry. (VIII, 1627)..... 202, 206, 284, 332, 370, 396, 460, 502, 578
Saint Louis, Jacksonville and Chicago R. R. (VI, 1315) 178
Saint Louis, Kansas and Southwestern R. R. (VIII, 1557).... 198, 282, 369, 458, 501, 574
Saint Louis, Kansas City and Colorado R. R. (VIII, 1559) 198, 282, 332, 369, 396, 458, 501, 574
Saint Louis, Kennett and Southern R. R. (VIII, 1643)..... 202
Saint Louis, Keokuk and Northwestern R. R. (VI, 1482) 190, 278, 328, 367, 394. 454, 499, 572
Saint Louis Merchants' Bridge Terminal Ry. (VIII, 1647) 204
Saint Louis, Oak Hill and Carondelet Ry. (VIII 1619) 202, 284, 370, 460, 502, 576
Saint Louis, Salem and Arkansas Ry. (VIII, 1558) 198, 282, 369, 458, 501, 574
Saint Louis Southern R. R. (VI, 1475).... 190, 278, 367, 454, 499, 572
Saint Louis Southwestern Ry. (VIII, 1644)..... 202, 284, 334, 370, 396, 460, 502, 578
Saint Louis Southwestern Ry., of Texas (IX, 1725) ... 208, 286, 336, 371, 398, 462, 503, 580
Saint Louis Transfer Ry. (VIII, 1649)... 88, 204, 284, 334, 370, 397, 460, 502, 578
Saint Louis, Vandalia and Terre Haute R. R. (VI, 1497) 190, 278, 367, 454, 499, 572
Saint Paul and Duluth R. R. (VI, 1483)... 190, 278, 328, 367, 394. 454, 499, 572
Saint Paul and Northern Pacific Ry. (VI, 1448)..... 88, 188, 278, 366, 452, 498, 570
Saint Paul Eastern Grand Trunk Ry. (VI, 1429) 186, 276, 366, 452, 498, 570
Saint Paul, Minneapolis and Manitoba Ry. (VI, VII, 1380)..... 88, 90, 182, 194, 220, 274, 280, 294, 326, 365, 368, 375, 393, 450, 456, 470, 497, 500, 566, 507
Saint Paul Union Depot Co. (VI, 1489).... 190, 278, 328, 367, 394, 454, 499, 572
Salamanca Air Line R. R. (II, 643)..... 136
Salem R. R. (III, 917)..... 89, 154, 260, 314, 359, 387, 434, 491, 550
Salina and Southwestern Ry. (VIII, 1665). 204, 284, 334, 370, 397, 460, 502, 578
Salineville R. R. (III, 875)..... 89, 150
Salisbury R. R. (II, 198)..... 110, 240, 304, 349, 382, 412, 481, 520
Salmon Creek R. R. (X, 1838)..... 214
Salt Lake and Los Angeles Ry. (X, 1839). 214, 290, 338, 373, 399, 466, 505, 584
Salt Springs and Bowden Lithia R. R. (V, 1265)..... 174, 270, 322, 363, 391, 446, 495, 562
San Antonio and Aransas Pass Ry. (IX, 1727)..... 14, 90, 208, 286, 336, 371, 398, 462, 503, 580
San Diego, Cuyamaca and Eastern R. R. (X, 1840) 214
San Francisco and North Pacific Ry. (X, 1841).....87, 214, 290, 338, 373, 399, 466, 505, 584
San Francisco Belt R. R. (X, 1842)..... 87, 214
San Gabriel Valley Rapid Transit Ry. (X, 1843) 214
San Pete Valley Ry. (X, 1844) 214
San Rafael and San Quentin R. R. (X, 1818) 214
Sanborn, Cooperstown and Turtle Mountain R. R. (VI, 1449)..... 188
Sandersville and Tennille R. R. (V, 1266). 174, 270, 322, 363, 391, 446, 495, 562
Sandusky and Columbus Short Line Ry. (III, 918)..... 154
Sandusky, Mansfield and Newark R. R. (III, 705)..... 140, 254, 356, 428, 488, 540
Sandy River R. R. (I, 152)..... 106, 238, 302, 348, 381, 410, 480, 518
Santa Ana R. R. (X, 1782) 228
Santa Ana and Newport Ry. (X, 1845).... 87, 214
Santa Fé, Prescott and Phœnix Ry. (X, 1846) 214
Santa Fé Southern Ry. (X, 1847)..... 214
Saratoga and Saint Lawrence R. R. (II, 259)..... 112, 240, 349, 414, 481, 522
Saratoga and Schenectady R. R. (II, 287). 114, 242, 350, 414, 482, 522
Sault Sainte Marie and Southwestern Ry. (VI, 1439) 226
Savannah and Atlantic R. R. (V, 1120).... 166
Savannah and Western R. R. (V, 1121).... 166
Savannah, Americus and Montgomery Ry. (V, 1267)..174, 270, 322, 363, 391, 446, 495, 562
Savannah, Florida and Western Ry. (V, 1269)..... 174, 270, 322, 363, 391, 446, 495, 562
Sawyer River R. R. (I, 153)..... 106
Schenectady and Duanesburgh R. R. (II, 281) 114
Schoharie Valley R. R. (II, 383) 118
Schuylkill and Lehigh R. R. (II, 606)..... 134, 250, 354, 424, 486, 538
Schuylkill and Lehigh Valley R. R. (II, 588) 132
Schuylkill River, East Side R. R. (II, 190). 108, 240, 349, 412, 481, 520
Schuylkill River, West Side R. R. (II, 607). 134, 250, 354, 424, 486, 538
Schuylkill Valley Navigation and Railroad Co. (II, 608).....134, 250, 354, 424, 486, 538
Scranton R. R. (IV, 1053)..... 162
Seaboard and Roanoke R. R. (IV, 1054)... 162, 264, 316, 361, 388, 438, 493, 556
Seaboard Air Line Belt R. R. (IV, 1063) .. 162, 264, 361, 438, 493, 556
Seaboard Ry. (of Alabama) (V, 1270)..... 176
Seattle and Montana Ry. (X, 1786) 90, 212
Seattle and Northern R. R. (X, 1848) 214
Seattle, Lake Shore and Eastern Ry. (X, 1816)..... 214, 290, 338, 373, 399, 466, 505, 584
Seattle Terminal Railway and Warehouse Co. (X, 1849) 90, 214
Sebasticook and Moosehead R. R. (I, 154). 154) 106
Sedalia, Warsaw and Southwestern Ry. (VIII, 1633).. 202, 284, 332, 370, 396, 460, 502, 578
Seneca Falls and Cayuga Lake R. R. (II, 644) 136
Seven Oaks Timber Road (IX, 1728)..... 208
Sevier Ry. (X, 1834)..... 214
Shade Creek R. R. (II, 645)..... 90, 136
Shade Gap R. R. (II, 315)..... 89, 116
Shamokin, Sunbury and Lewisburg R. R. (II, 609) 134, 250, 354, 424, 486, 538
Shamokin Valley and Pottsville R. R. (II, 547) 128, 248, 353, 422, 485, 534
Sharon Ry. (III, 864) 150, 258, 358, 432, 490, 548
Sharpsville R. R. (II, 646) 136, 252, 308, 355, 384, 426, 487, 540
Sheffield and Spring Creek R. R. (III, 924)..... 154, 260, 359, 434, 491, 550
Shelby R. R. (V, 1209).... 172, 268, 363, 444, 495, 560
Shelton Southwestern R. R. (X, 1850) 90, 216
Shepaug, Litchfield and Northern R. R. (I, 155) 106, 238, 302, 348, 381, 410, 480, 518
Sherman, Shreveport and Southern Ry. (IX, 1729)..90, 208, 286, 336, 371, 398, 462, 503, 580
Shore Line Ry. (I, 136)... 104, 236, 348, 410, 479, 516
Short Route Railway Transfer Co. (V, 1241). 174
Sierra Valley and Mohawk R. R. (X, 1851). 216, 290, 338, 373, 399, 466, 505, 584
Silver City and Northern R. R. (X, 1852).. 216, 290, 338, 373, 399, 466, 505, 584
Silver Creek and Dunkirk Ry. (III, 821).. 88, 146, 256, 357, 430, 489, 546
Silver Lake Ry. (II, 647)..... 136

Page.

Silver Springs, Ocala and Gulf R. R. (V, 1271) ... 87, 176
Silverton R. R. (VIII, 1650) ... 204
Sinnemahoning Valley R. R. (II, 648) ... 136, 252, 308, 355, 384, 426, 487, 540
Sioux City and Northern R. R. (VI, 1490) ... 190, 278, 328, 367, 394, 454, 490, 572
Sioux City and Pacific R. R. (VI, 1327) ... 180, 272, 324, 364, 392, 448, 496, 564
Sioux City, O'Neill and Western Ry. (VII, 1527) ... 194, 280, 330, 368, 395, 456, 500, 574
Sioux City Terminal R. R. (VI, 1491) ... 190
Sioux Falls Terminal R. R. (VI, 1492) ... 190, 278, 328, 367, 394, 454, 499, 572
Sioux Falls, Yankton and Southwestern Ry. (VI, 1493) ... 190
Skaneateles R. R. (II, 649) ... 136
Slate Run R. R. (II, 650) ... 136, 252, 308, 355, 384, 426, 487, 540
Slatington R. R. (II, 610) ... 134, 250, 354, 424, 486, 538
Smithonia and Dunlap R. R. (V, 1272) ... 176
Smithtown and Port Jefferson R. R. (II, 383) ... 222
Smyrna and Delaware Bay R. R. (II, 172) ... 108
Solomon R. R. (VIII, 1666) ... 204, 284, 334, 370, 397, 460, 502, 578
Somerset Ry. (I, 156) ... 106, 238, 302, 348, 381, 410, 480, 518
Somerset and Cambria R. R. (II, 189) ... 108, 240, 349, 412, 481, 520
Somerset County R. R. (II, 651) ... 136
South and North Alabama R. R. (V, 1210) ... 172, 268, 363, 444, 495, 560
South and North Carolina R. R. (IV, 958) ... 156
South Atlantic and Ohio R. R. (IV, 1066) ... 162, 264, 316, 361, 388, 438, 493, 556
South Bound R. R. (IV, 1067) ... 162, 264, 316, 361, 388, 438, 493, 556
South Branch R. R. (of New Jersey) (II, 251) ... 112
South Branch R. R. (of West Virginia) (II, 191) ... 108
South Brunswick Terminal R. R. (V, 1273) ... 176, 270, 322, 363, 391, 446, 495, 562
South Carolina Ry. (IV, 1068) ... 162, 264, 316, 361, 389, 440, 493, 556
South Carolina Pacific Ry. (IV, 972) ... 156, 262, 360, 436, 492, 552
South Chester R. R. (II, 560) ... 89, 130, 248, 354, 422, 485, 536
South Chicago R. R. (VI, 1401) ... 184, 276, 366, 452, 498, 568
South Chicago and Southern R. R. (III, 883) ... 152, 258, 358, 434, 490, 548
South Easton and Phillipsburg R. R. (II, 364) ... 118, 244, 351, 416, 483, 526
South Florida R. R. (V, 1274) ... 19, 87, 176, 270, 322, 363, 391, 446, 495, 562
South Fork R. R. (II, 514) ... 126, 248, 353, 420, 485, 532
South Galveston and Gulf Shore R. R. (IX, 1730) ... 90, 208
South Manchester R. R. (I, 157) ... 106, 238, 302, 348, 381, 410, 480, 518
South Pacific Coast Ry. (X, 1864) ... 216, 292, 374, 468, 505, 586
South Park and Leadville Short Line R. R. (VIII, 1667) ... 204
South Range Narrow Gauge R. R. (VI, 1495) ... 190
Southeastern Ry. (I, 48) ... 98, 234, 300, 346, 380, 408, 478, 514
Southeastern Dakota R. R. (VI, 1450) ... 188
Southern California Ry. (X, 1763) ... 212, 290, 338, 373, 399, 466, 505, 582
Southern Central R. R. (II, 589) ... 88, 132
Southern Division Cumberland and Ohio R. R. (V, 1211) ... 172, 268, 363, 444, 495, 560
Southern Iowa R. R. (VI, 1494) ... 190
Southern Iron Co.'s R. R. (V, 1232) ... 226
Southern Kansas Ry. of Texas (VIII, 1543) ... 198
Southern Oregon Co.'s Logging R. R. (X, 1853) ... 216
Southern Pacific Co. (IX, X, 1731) ... 87, 90, 208, 216, 220, 286, 290, 294, 336, 338, 340, 371, 373, 375, 398, 399, 400, 462, 466, 472, 503, 505, 507, 582, 584

Page.

Southern Pacific R. R. of Arizona (X, 1861) ... 216, 292, 373, 468, 505, 584
Southern Pacific R. R. of California (X, 1862) ... 87, 216, 292, 374, 468, 505, 584
Southern Pacific R. R. of New Mexico (X, 1863) ... 90, 216, 292, 374, 468, 505, 586
Southern Pennsylvania Railway and Mining Co. (II, 541) ... 128, 248, 353, 422, 485, 534
Southfield Branch R. R. (II, 652) ... 136
Southwest Pennsylvania Ry. (II, 515) ... 126, 248, 353, 420, 485, 532
Southwestern R. R. (of Florida) (V, 1275) ... 176
Southwestern R. R. of Georgia (V, 1122) ... 166, 266, 362, 442, 494, 558
Southwestern Arkansas and Indian Territory Ry. (VIII, 1651) ... 204
Spartanburg, Union and Columbia R. R. (IV, 1027) ... 160, 264, 361, 438, 493, 554
Spokane and Palouse Ry. (X, 1812) ... 90, 214, 290, 373, 466, 505, 584
Spokane Falls and Idaho R. R. (X, 1813) ... 214
Spokane Falls and Northern R. R. (X, 1865) ... 216
Spuyten Duyvil and Port Morris R. R. (II, 419) ... 120, 244, 351, 418, 483, 528
State Line R. R. (II, 674) ... 90, 136
State Line R. R. (of Pennsylvania) (II, 192) ... 89, 108, 240, 349, 412, 481, 520
State Line and Indiana City Ry. (III, 884) ... 87, 152, 258, 358, 434, 490, 548
State Line and Sullivan R. R. (II, 580) ... 132, 250, 354, 424, 486, 536
State University R. R. (IV, 1039) ... 160, 264, 361, 438, 493, 554
Staten Island Ry. (II, 654) ... 136, 252, 355, 426, 487, 540
Staten Island Rapid Transit R. R. (II, 653) ... 136, 252, 308, 355, 384, 426, 487, 540
Statesville and Western R. R. (IV, 1040) ... 160, 264, 361, 438, 493, 554
Sterling Mountain Ry. (II, 655) ... 136
Steubenville Extension R. R. (III, 900) ... 152
Stewartstown R. R. (II, 656) ... 136, 252, 308, 355, 384, 426, 487, 540
Stillmore Air Line R. R. (V, 1276) ... 176
Stillwater and Saint Paul R. R. (VI, 1487) ... 190, 278, 367, 454, 499, 572
Stimson Mill Co.'s R. R. (X, 1866) ... 216
Stockbridge and Pittsfield R. R. (I, 130) ... 104, 236, 347, 410, 479, 516
Stone Mountain Railroad and Quarry Co. (VII, 1528) ... 194
Stony Brook R. R. (I, 22) ... 96, 234, 346, 408, 478, 512
Stony Clove and Catskill Mountain R. R. (II, 666) ... 136, 252, 308, 355, 384, 426, 487, 540
Stony Creek R. R. (II, 628) ... 134, 250, 308, 355, 384, 424, 487, 538
Strasburg R. R. (II, 657) ... 136
Sturgis, Goshen and Saint Louis R. R. (III, 822) ... 87, 146, 256, 357, 430, 489, 546
Stuttgart and Arkansas River R. R. (VIII, 1652) ... 204
Suffolk and Carolina Ry. (IV, 1070) ... 162, 264, 316, 361, 389, 440, 493, 556
Suffolk Lumber Co.'s R. R. (IV, 1071) ... 162, 264, 316, 361, 389, 440, 493, 556
Sullivan County R. R. (I, 26) ... 98, 234, 300, 346, 380, 408, 478, 512
Sulphur Lumber Co.'s Narrow Gauge R. R. (IX, 1739) ... 208
Sulphur Mines R. R. (IV, 1072) ... 162
Summerville and Saint John's R. R. (IV, 1073) ... 162
Sumpter Valley Ry. (X, 1867) ... 216, 292, 338, 374, 399, 468, 505, 586
Sunbury and Lewistown Ry. (II, 516) ... 126, 248, 353, 420, 485, 532
Sunbury, Hazleton and Wilkesbarre Ry. (II, 517) ... 126, 248, 353, 420, 485, 532
Suncook Valley R. R. (I, 70) ... 100, 236, 347, 408, 479, 514
Suncook Valley Extension R. R. (I, 71) ... 100
Superior Belt Line and Terminal Ry. (VI, 1362) ... 91, 182
Superior Short Line Ry. (VI, 1349) ... 180
Superior Short Line Ry. of Minnesota (VI, 1350) ... 180
Surry, Sussex and Southampton Ry. (IV, 1074) ... 162

Page.

Suspension Bridge and Erie Junction R. R. (II, 455).....122, 246, 352, 418, 484, 528
Susquehanna R. R. (II, 658)..... 90, 136
Susquehanna and Clearfield R.R. (II, 518). 126, 248, 353, 420, 485, 532
Sussex R. R. (II, 305)..... 114, 242, 304, 350, 382, 414, 482, 524
Suwannee River Ry. (V, 1277)..... 87, 176
Sylvania R. R. (V, 1273)..... 176
Syracuse and Baldwinsville Ry. (II, 306). 114, 242, 304, 350, 382, 414, 482, 524
Syracuse, Binghamton and New York R. R. (II, 307). 114, 242, 304, 350, 382, 414, 482, 524
Syracuse, Geneva and Corning Ry. (II, 326).....116, 242, 350, 416, 482, 524
Tabor and Northern Ry. (VI, 1496)..... 190, 278, 328, 367, 394, 454, 499, 572
Tacoma, Lake Park and Columbia River Ry. (X, 1868)..... 90, 216
Tacoma, Orting and Southeastern R. R. (X, 1814)..... 90, 214
Talbotton R. R. (V, 1279)..... 176, 270, 322, 363, 391, 446, 495, 562
Tamaqua, Hazleton and Northern R. R. (II, 629)..... 134, 250, 308, 355, 384, 424, 487, 538
Tavares and Gulf R. R. (V, 1280)..... 176
Taylor's Falls and Lake Superior R. R. (VI, 1488) 190, 278, 367, 454, 499, 572
Tennessee Central R. R. (V, 1281)..... 176
Tennessee Coal, Iron and R. R. Co. (V, 1282) 176
Tennessee, Dayton and Pikesville R. R. (V, 1239)..... 226
Tennessee Midland R. R. (V, 1241)..... 226
Tennessee River, Ashville and Coosa Ry. (V, 1283)..... 176
Terminal Railroad Association of St. Louis (VIII, 1653).. 204, 284, 334, 370, 397, 460, 502, 578
Terre Haute and Indianapolis R. R. (III, VI, 919) 19, 154, 190, 220, 260, 278, 314, 328, 340, 359, 367, 375, 387, 394, 400, 434, 454, 470, 491, 499, 550, 572
Terre Haute and Logansport R. R. (III, 921)..... 154
Terre Haute and Peoria R. R. (VI, 1498).. 19, 190, 454, 499
Texarkana and Fort Smith Ry. (VIII. 1656)..... 90, 204, 284, 334, 370, 397, 460, 502, 578
Texarkana and Shreveport R. R. (VIII, 1657)..... 204, 284, 334, 370, 397, 460, 502, 578
Texas and New Orleans R. R. of 1874 (IX, 1737)..... 90, 208, 286, 371, 462, 503, 582
Texas and Pacific Ry. (IX, 1740)..... 208, 286, 336, 371, 398, 464, 503, 582
Texas and Sabine Valley Ry. (IX, 1745).. 208
Texas Central R. R. (IX, 1741)..... 90, 208, 286, 336, 371, 398, 464, 503, 582
Texas Central Ry. (IX, 1679)..... 228
Texas Midland R. R. (IX, 1743)..... 90, 208, 288, 336, 371, 398, 464, 503, 582
Texas Mexican Ry. (IX, 1742)..... 208, 286, 336, 371, 398, 464, 503, 582
Texas, Sabine Valley and Northwestern Ry. (IX, 1744) 90, 208, 288, 336, 371, 398, 464, 503, 582
Texas Tram and Lumber Co.'s R. R. (IX, 1746) 210
Texas Transportation Co. (IX. 1738)..... 208, 286, 371, 462, 503, 582
Texas Trunk R. R. (IX, 1747)..... 90, 210, 288, 336, 371, 398, 464, 503, 582
Texas Western Narrow Gauge R. R. (IX, 1748) 210
Ticonderoga R. R. (II, 288) 114, 242, 350, 414, 482, 522
Tilton and Belmont R. R. (I, 72) 100
Tintic Range Ry. (X, 1835) 214
Tioga R. R. (II, 460) 122, 246, 306, 352, 383, 418, 484, 528
Tionesta Valley R. R. (III, 922)..... 154, 260, 314, 359, 387, 434, 491, 550
Tipton R. R. (II, 519) 126, 248, 353, 420, 485, 532
Titusville, Cambridge and Lake Erie R. R. (III, 858)..... 148
Toledo and Michigan Belt Ry. (III, 851). 148
Toledo and Ohio Central Ry. (III, 935)... 19, 154, 260, 314, 359, 387, 434, 491, 550

Page.

Toledo and Ohio Central Extension R. R. (III, 926)..... 89, 154
Toledo and Ohio Northern Ry. (III, 823). 146, 256, 357, 430, 489, 546
Toledo and South Haven R. R. (III, 927). 154
Toledo, Ann Arbor and North Michigan Ry. (III, 928) 87, 154, 260, 314, 359, 387, 434, 491, 550
Toledo Belt Ry. (III, 939).154, 260, 359, 434, 491, 552
Toledo, Canada Southern and Detroit Ry. (III, 852) 148, 258, 358, 432, 489, 546
Toledo, Columbus and Cincinnati Ry. (III, 906).....224, 260, 314, 359, 387, 434, 491, 550
Toledo, Peoria and Western Ry. (VI, 1499) 190, 278, 328, 367, 394, 454, 499, 572
Toledo, Saginaw and Muskegon Ry. (III, 796) 146, 256, 310, 357, 385, 430, 489, 544
Toledo, Saint Louis and Kansas City R.R. (III, VI, 929) 154, 192, 220, 260, 278, 294, 314, 328, 340, 359, 367, 375, 387, 394, 400, 434, 454, 470, 491, 499, 507, 550
Toledo, Walhonding Valley and Ohio R. R. (III, 885).....89, 152, 258, 358, 434, 490, 548
Tom's River R. R. (II, 252) 112
Tom's River and Barnegat R. R. (II, 253). 112
Tom's River and Waretown R. R. (II, 260). 222
Topeka, Okmulgee and Gulf Ry. (IX, 1685) 90, 228
Topeka, Westmoreland and Marysville R. R. (VIII, 1602)..... 228
Traverse City R. R. (III, 890)..... 152, 258, 358, 434, 490, 550
Tredegar Mineral Ry. (V, 1284)..... 176
Trenton Cut Off R. R. (II, 517)..... 222
Trenton Delaware Bridge Co. (II, 520) ... 126, 248, 353, 422, 485, 532
Treskow R. R. (II, 239)..110, 240, 349, 412, 481, 520
Trout Run R. R. (II, 652)..... 90, 224
Troy and Bennington R. R. (I, 81)..... 88, 100, 236, 347, 408, 479, 514
Troy and Greenbush R. R. (II, 420)..... 120, 244, 351, 418, 483, 528
Troy and Tiptonville R. R. (V, 1242)..... 174, 268, 322, 363, 391, 446, 495, 562
Troy Union R. R. (II, 421).120, 244, 351, 418, 483, 528
Tuckerton R. R. (II, 659) 136,
Tucson, Globe and Northern R. R. (X, 1869) 216
Tunnel R. R. of Saint Louis (VIII, 1655). 204, 284, 370, 460, 502, 578
Tunnelton, Kingwood and Fairchance R. R. (IV, 1075)..... 90, 164
Turtle Creek Valley R. R. (II, 518) 222, 248, 353, 422, 485, 532
Tuscarora Valley R. R. (II, 660) 90, 136
Tuskegee R. R. (V, 1285)..... 176, 270, 322, 363, 391, 446, 495, 562
Tyler Southeastern Ry. (IX, 1726..... 208, 286, 336, 371, 398, 462, 503, 580
Tyrone and Clearfield Ry. (II, 521)..... 89, 128, 248, 353, 422, 485, 532
Ulster and Delaware R. R. (II, 661)..... 88, 136, 252, 308, 355, 384, 426, 487, 540
Ultima Thule, Arkadelphia and Mississippi Ry. (VIII, 1658)..... 204, 284, 334, 370, 397, 460, 502, 578
Unadilla Valley Ry. (II, 667)..... 88, 136
Union R. R. (of Baltimore) (II, 549) 130, 248, 308, 354, 384, 422, 485, 534
Union R. R. (of New York) (II, 453)..... 122, 246, 352, 418, 484, 528
Union Depot Co. (Kansas City, Missouri) (VIII, 1659)..... 204
Union Depot and R. R. Co. (Denver) (VIII, 1660) 204
Union Freight R. R. (I, 158)..... 106, 238, 302, 348, 381, 410, 480, 518
Union Pacific Ry. (VII, VIII, 1529) 88, 90, 91. 194, 204, 210, 216, 220, 280, 284, 288, 292, 294, 330, 334, 336, 338, 340, 368, 370, 372, 374, 375, 395, 397, 398, 399, 400, 456, 460, 464, 468, 472, 500, 502, 504, 505, 507, 574, 578, 582, 586
Union Pacific, Denver and Gulf Ry. (VIII, 1668) .204, 210, 284, 288, 334, 336, 370, 372, 397, 398, 460, 464, 502, 504, 580, 582
Union Pacific, Lincoln and Colorado Ry. (VIII, 1669)...204, 284, 334, 370, 397, 460, 502, 580

Page.

Union Point and White Plains R. R. (V, 1159).....168, 266, 320, 362, 390, 442, 494, 558
Union River Logging R. R. (X, 1880)..... 218
Union Stock Yards and Transit Co. (VI, 1500)..... 192
Union Terminal R. R. (II, 693)..... 138
Union Transportation Co. (II, 668)..... 136
United New Jersey Railroad and Canal Co. (II, 522).....89, 94, 128, 248, 353, 422, 485, 532
United Railroads of Washington (X, 1815) 90, 214
United States and Canada R. R. (II. 335).. 116, 242, 304, 350, 383, 416, 482, 524
Upper Coos R. R. (I, 102)..102, 236, 347, 410, 479, 514
Upson County R. R. (V, 1123)..... 166
Ursina and North Fork Ry. (II, 670)..... 136
Utah Central Ry. (X, 1881)..... 218, 292, 338, 374, 399, 468, 506, 586
Utica and Black River R. R. (II, 417)..... 120, 244, 351, 418, 483, 528
Utica and Unadilla Valley R. R. (II, 671). 136
Utica, Chenango and Susquehanna Valley Ry. (II, 302).....114, 242, 350, 414, 482, 524
Utica, Clinton and Binghamton R. R. (II, 466).....124, 246, 352, 418, 484, 530
Valley R. R. (of New York) (II, 303)..... 114, 242, 350, 414, 482, 524
Valley R. R. (of Virginia) (IV, 1076)..... 164, 264, 318, 361, 389, 440, 493, 556
Valley Ry. (of Ohio) (III, 714)..... 89, 140, 254, 310, 356, 385, 428, 488, 542
Van Wert and Paulding R. R. (III, 908).. 89, 224
Vancouver, Klickitat and Yakima R. R. (X, 1882).....218, 292, 338, 374, 399, 468, 506, 586
Velasco Terminal Ry. (IX, 1752)..... 90, 210, 288, 336, 372, 398, 464, 504, 882
Vermont and Massachusetts R. R. (I, 82).. 100, 236, 347, 408, 479, 514
Vermont Valley R. R. of 1871 (I, 25)..... 98, 234, 300, 346, 380, 408, 478, 512
Vernon, Greensburg and Rushville R. R. (III, 763)..... 144
Vicksburg, Shreveport and Pacific R. R. (IX, 1753).....210, 288, 336, 372, 398, 464, 504, 582
Victoria and Western R. R. (IV, 1077).... 164
Vincentown Branch R. R. (II, 532)..... 128, 248, 353, 422, 485, 534
Vineland R. R. (II, 254)..... 112
Virginia and Truckee R. R. (X, 1883)..... 218, 292, 338, 374, 399, 468, 506, 586
Visalia Midland Ry. (IV, 1041)..... 162, 264, 361, 438, 493, 554
Visalia R. R. (X, 1884)..... 218, 292, 338, 374, 399, 468, 506, 586
Visalia and Tulare R. R. (X, 1885)..... 218, 292, 338, 374, 399, 468, 506, 586
Wabash R. R. (III, VI, 930)..... 87, 88, 89, 154, 192, 220, 260, 278, 294, 314, 328, 340, 359, 367, 375, 387, 394, 400, 434, 454, 470, 491, 499, 507, 550, 572
Wabash, Chester and Western R. R. (VI, 1507) 192, 278, 328, 367, 394, 454, 499, 572
Waco and Northwestern R. R. (IX, 1754). 90, 210
Wadley and Mount Vernon R. R. (V, 1286)..... 176
Walla Walla and Columbia River R. R. (X, 1877)..... 218
Wallkill Valley R. R. (II, 426)..... 120, 244, 306, 351, 383, 418, 483, 528
Ware River R. R. (I, 12)... 96, 234, 346, 406, 478, 512
Warren R. R. (II, 304)..... 114, 242, 350, 414, 482, 524
Warren and Farnsworth R. R. (III, 936).. 90, 154
Warren Creek Logging Ry. (X, 1886)..... 218
Warrenton R. R. (IV, 1078)..... 164
Washington and Columbia River Ry. (X, 1887)..... 218, 292, 338, 374, 399, 468, 506, 586
Washington and Idaho R. R. (X, 1878).... 90, 218, 292, 374, 468, 506, 584
Washington and Potomac R. R. (II, 672).. 136
Washington City and Point Lookout R. R. (II, 193)..... 108
Washington County R. R. (II, 194)..... 108, 240, 349, 412, 481, 520
Washington, Ohio and Western R. R. (IV, 1044)..... 162, 264, 361, 438, 493, 554
Washington Southern Ry. (of Virginia) (IV, 1013)..... 158, 262, 360, 438, 492, 554
Washington Southern Ry. (of Washington) (X, 1888)..... 90, 218, 292, 338, 374, 399, 468, 506, 586
Watauga Valley R. R. (IV, 1143)..... 168
Watchung Branch R. R. (II, 459)..... 122
Watertown and Lake Kampeska Ry. (VI, 1508)..... 192
Watertown and Waterbury R. R. (I, 133)..... 222
Waverly and State Line Ry. (II, 591)..... 132, 250, 354, 424, 486, 536
Waverly Short Line Ry. (VI, 1306)..... 178
Way Cross Air Line R. R. (V, 1287)..... 176
Waynesburg and Washington R. R. (II, 480)..... 124, 246, 306, 352, 384, 418, 484, 530
Weatherford, Mineral Wells and Northwestern Ry. (IX, 1755)..... 210, 288, 336, 372, 398, 464, 504, 582
Wellsville, Bolivar and Eldred R. R. (II, 214)..... 88, 222
Wellsville, Coudersport and Pine Creek R. R. (II, 673)..... 90, 136, 252, 308, 355, 384, 426, 487, 540
West Amesbury Branch R. R. (I, 36)..... 98, 234, 346, 408, 478, 512
West Branch R. R. (of Michigan) (III, 937)..... 154
West Branch R. R. (of Pennsylvania) (II, 433)..... 122
West Chester R. R. (II, 533)..... 128, 248, 353, 422, 485, 534
West End R. R. (II, 255)..... 112
West Jersey R. R. (II, 561)..... 130, 248, 306, 354, 384, 422, 485, 536
West Jersey and Atlantic R. R. (II, 563).. 130, 248, 354, 422, 485, 536
West Shore R. R. (II, 422)..... 120, 244, 351, 418, 483, 528
West Stockbridge R. R. (I, 137)..... 104, 236, 348, 410, 479, 516
West Virginia and Pittsburg R. R. (IV, 1079)..... 90, 164, 264, 318, 361, 389, 440, 493, 556
West Virginia Central and Pittsburg Ry. (IV, 1080)..90, 164, 264, 318, 361, 389, 440, 493, 556
Westerman Coal and Iron R. R. (III, 865) 150, 258, 358, 432, 490, 548
Western and Atlantic R. R. (V, 1233)..... 172
Western Maryland R. R. (II, 675)..... 90 136, 252, 308, 355, 384, 426, 487, 405
Western New York and Pennsylvania R. R. (II. 683) 138, 252, 308, 355, 384, 426, 487, 540
Western North Carolina R. R. (IV, 1045)... 162, 264, 361, 438, 493, 554
Western Pennsylvania R. R. (II, 534)..... 89, 128, 248, 353, 422, 485, 534
Western Ry. of Alabama (V, 1288)..... 176, 270, 322, 363, 391, 446, 495, 562
Wharton Valley Ry. (II, 467)..... 124, 246, 352, 418, 484, 530
Wheeling and Lake Erie Ry. (III. 938)... 154, 260, 314, 359, 387, 434, 491, 552
Wheeling Bridge and Terminal Ry. (IV, 1082)... 89, 90, 164, 264, 318, 361, 389, 440, 493, 556
Wheeling, Pittsburg and Baltimore R. R. (II, 195)..... 108, 240, 349, 412, 481, 520
White and Black River Valley Ry. (VIII, 1670)..... 204, 284, 334, 370, 397, 460, 502, 560
White River Ry. (X, 1889)..... 218
Whitefield and Jefferson R. R. (I. 78)..... 100
Whitefield and Jefferson Extension R. R. (I, 74)..... 100
Wichita and Western Ry. (VIII, 1560)... 198, 282, 332, 369, 396, 458, 501, 574
Wichita Valley Ry. (IX, 1756)..... 210, 288, 336, 372, 398, 464, 514, 582
Wildwood Logging Branch R. R. (VI, 1509) 192
Wilkesbarre and Eastern R. R. (II. 694).. 90, 136
Wilkesbarre and Harvey's Lake R. R. (II, 592)..... 89, 132, 250, 354, 424, 486, 536
Wilkesbarre and Scranton Ry. (II, 256).. 112, 240, 349, 414, 481, 520
Wilkesbarre and Western Ry. (II, 684)... 224
Willamette Valley and Coast R. R. (X, 1823)..... 214
Williams Valley R. R. (II, 695)..... 138, 252, 308, 355, 384, 426, 487, 540
Williamsport and North Branch R. R. (II, 696)..... 138, 252, 308, 355, 384, 426, 487, 540
Williamsville, Greenville and Northeastern Ry. (VIII, 1671)..... 88, 204
Willmar and Sioux Falls Ry. (VI, 1382).. 182, 274, 326, 365, 393, 450, 497, 566

Page.
Wilmington and Northern R. R. (II, 697). 138, 252, 308, 355, 384, 426, 487, 540
Wilmington and Weldon R. R. (IV, 959).. 156, 262, 360, 436, 492, 552
Wilmington, Chadbourn and Conway R. R. (IV, 961) 156
Wilmington, Columbia and Augusta R. R. (IV, 960) 156, 262, 360, 436, 492, 552
Wilmington, Newbern and Norfolk R. R. (IV, 1083)..... 164
Wilmington, Onslow and East Carolina R. R. (IV, 1084)..... 164, 264, 318, 361, 389, 440, 493, 556
Wilmington Railway Bridge Co. (IV. 1057) 162, 264, 361, 438, 493, 556
Wilmington Sea Coast Ry. (IV, 1085)..... 164
Wilson and Fayetteville R. R. (IV, 962).. 156
Wilson and Summerton R. R. (IV, 963) ... 156
Wilton R. R. (I, 23) 98, 234, 346, 408, 478, 512
Winchester and Potomac R. R. (IV. 966).. 90, 156
Winchester and Strasburg R. R. (IV, 967) 156, 262, 360, 436, 492, 552
Wind Gap and Delaware R. R. (II, 237) .. 89, 110, 240, 349, 412, 481, 520
Winifrede R. R. (IV, 1086)..... 90, 164, 264, 318, 361, 389, 440, 493, 556
Winona and Saint Peter R. R. (VI, 1326) . 180
Winona and Southwestern Ry. (VI, 1510). 192, 278, 328, 367, 394, 454, 499, 572
Winona Bridge Ry. (VI, 1511)..... 192, 278, 328, 367, 394, 454, 499, 572
Winona, Osage and Southwestern Ry. (VI, 1466)..... 226
Winslow and Richland R. R. (II, 565)..... 120
Winston and Bone Valley Ry. (V, 1289) .. 87, 176
Winton R. R. (IV, 1087) 164
Wisconsin and Chippewa Ry. (VI, 1512).. 192, 278, 328, 367, 394, 454, 499, 572
Page.
Wisconsin Central Co. (VI, 1451)..... 87, 91, 188, 278, 328, 366, 394, 452, 498, 570
Wisconsin Central R. R. (VI. 1454) 91, 188, 278, 366, 454, 498, 570
Wisconsin Midland R. R. (VI, 1343) 180
Wisconsin, Minnesota and Pacific Ry. (VI, 1431)..... 276, 328, 366, 394, 452, 498, 570
Wood County Ry. (VI, 1513) 192
Wood River Branch R. R. (I, 159) 106, 238, 302, 348, 381, 410, 480, 518
Woodstock Ry. (I, 160)..... 106, 238, 302, 348, 381, 410, 480, 518
Woodville and Southern Ry. (VI, 1464)... 91, 236, 236, 347, 410, 479, 516
Woonsocket and Pascoag R. R. (I, 121)... 104,
Worcester and Shrewsbury R. R. (I, 162). 106
Worcester, Nashua and Rochester R. R. (I, 37)..... 98, 234, 346, 408, 478, 512
Wrightsville and Tennille R. R. (V, 1290). 176
Wrightsville Narrow Gauge R. R. (VIII, 1672)..... 204
Wyandotte Logging R. R. (VIII, 1618) ... 228
Wyandotte Southeastern Ry. (VIII, 1673) 204
Yadkin R. R. (IV, 1046) ...162, 264, 361, 438, 493, 554
Yazoo and Mississippi Valley R. R. (V, 1176).....170, 268, 320, 362, 390, 444, 494, 560
Yellow River R. R. (V, 1291)..... 176
York Harbor and Beach R. R. (I, 39) 98, 234, 300, 346, 380, 408, 478, 512
Youghiogheny R. R. (II, 698)..... 90, 138
Youghiogheny Northern R. R. (III, 904).. 89, 152
Youngstown and Austintown R. R. (III, 866) 150
Yreka R. R. (X, 1890)..... 87, 218
Zanesville and Ohio River Ry. (III, 940).. 89, 154, 260, 314, 359, 387, 434, 491, 552
Zanesville Terminal Ry. (III, 771)..... 144
Zealand Valley R. R. (I, 72) 222

GENERAL INDEX.

nent of assignment of operating ex-
ses to passenger and freight traffic, 81,

ted names of roads, explanation of, 94.
, at highway crossings, 66–73, 76, 77, 79,

ns, 66–73, 76, 77, 79, 80.
, railway, 65–80.
ation of, by groups—employés, 78, 79.
ation of, by groups—others, 80.
tive summary of, for the years ending
e 30, 1892, 1891, 1890, 1889, and 1888, 65.
y of, by groups, 67–73.
y of, by groups—employés, 76.
y of, by groups—others, 77.
y of, by groups—passengers, 77.
y of, showing number of employés and
engers for one killed, injured, etc.—
ted States, and by groups, 74, 75.
y of—United States, 66.
resulting from, collisions, 66–73, 76, 77,
0.
and uncoupling, 66–73, 78.
nts, 66–73, 76, 77, 79, 80.
rom trains and engines, 66–73, 76, 78.
uses, 66–73, 76, 77, 79, 80.
d obstructions, 66–73, 76, 79.
to, employés, 65–76, 78, 79.
ployés, 66–75, 78.
ers, 65–75, 77.
en, flagmen, and watchmen, 66–73, 78.
n, 66–75, 78.
nterest on funded debt not yet payable,

Henry C., Statistician, 86.
made in the direction of supplying
pment with automatic couplers and
brakes, 23.
re, tonnage of products of, in 1890, 84.
10.
1.
employés and laborers, number of, 32.
cal arrangement of names of roads, ex-
ation of, 94.
nts to Interstate Commerce Act, recom-
ded, 86.
f work performed by the railways of
United States, 45.
of, earnings from operation, compara-
summary of earnings and income, and,
he years ending June 30, 1893, 1892, and
, 52.
s from operation, earnings and income,
mary of, and, by groups, 53, 54, 55.
of Fixed Charges Assigned to "Miscel-
ous," by Groups, 61.
of, Fixed Charges, by Groups, 60.
g expenses, comparative summary of
nditures, and, for the years ending
e 30, 1893, 1892, and 1891, 57.
g expenses, summary of expenditures,
by groups, 57, 58, 59.
capital, 36.
onnage of products of, in 1890, 84.
port forms forwarded from this office, 86.
merals, Roman and, 591.
1.
, 10.
ent of roads in Tables, 94.
nt of Equipment per 100 miles to Length
ine, by Groups, 22.

Assignment of Equipment to Amount of Traffic, by Groups, 22.
Association of American Railway Accounting Officers, 81.
Automatic coupler, classification of cars in company's service, fast freight line service, and cars leased fitted with, by groups, 31.
and train brakes, advance made in supplying equipment with, 23.
classification of cars in freight service fitted with, by groups, 31.
classification of cars in passenger service fitted with, by groups, 30.
comparative summary of equipment fitted with, showing kind of coupler used, for the years 1893, 1892, 1891, 1890, and 1889, 28, 29.
summary of equipment fitted with, —cars, 24.
summary of equipment fitted with,—locomotives, 24.
summary of equipment fitted with, showing kind of coupler used, by groups, 26, 27.
total number of cars equipped with, 25.
total number of locomotives equipped with, 25.
Automatic devices for the management of trains, 23.
Available funds, per cent of, arising from investments, 55.
per cent of, arising from operation, 55.
Average cost of, carrying one passenger one mile, 63.
carrying one ton one mile, 63, 64.
running a freight train one mile, 63, 64.
running a passenger train one mile, 63.
running a train one mile, all trains, 63.
Average, haul per ton, 46, 47.
journey per passenger, 46, 47.
number of passengers in a train, 46, 47.
number of tons in a train, 46, 47.
Balance sheet, general, for the year ending June 30, 1893, 64.
mileage covered by, 64.
Basis of statistics in this report, 9.
Bold-faced type, use of, 59, 94, 590.
Bonds, amount of, 36
amount of, paying no interest, 39.
classification of, by rate of interest, by groups, 42.
Bonds, classification of income, by rate of interest, by groups, 44.
Bonds, not owned by railway corporations, 38.
owned, 64.
owned by railway corporations, 38.
per cent of, paying no interest, 39.
rates of interest paid on, 39.
Bonds, comparative summary of ownership of railway stocks and, for the years ending June 30, 1893, 1892, 1891, 1890, and 1889, 38.
Bonds, summary of stocks and, owned by railways, by groups, 38.
California, 10, 12, 87.
Capitalization and Valuation of, Railway Property, 35–45.
railway property difficulty in making accurate statement of, 35.
Capital, analysis of railway, 36.
decrease in, per mile of line, 37.
increase in, 37.
summary of, by groups, 36, 37.
Capital stock, covered by balance sheet, 64.
Carpenters, number of, 32.
Carriers by water, 86.

Cars, contributed to fast freight line service, number of, 21.
freight, number of, per 1,000,000 tons of freight carried, 22.
Cars in company's service, fast freight line service, and cars leased, fitted with automatic coupler, classification of, by groups, 31.
fitted with train brake, classification of, by groups, 30.
Cars in company's service, number of, 21.
Cars in freight service, fitted with automatic coupler, classification of, by groups, 31.
number of, 25.
fitted with train brake, classification of, by groups, 30.
number of, 25.
Cars in freight service, number of, 21.
per 100 miles of line, 22.
Cars in passenger service, fitted with automatic coupler, classification of, by groups, 30.
number of, 25.
fitted with train brake, classification of, by groups, 29.
number of, 25.
Cars in passenger service, number of, 21.
per 100 miles of line, 22.
Cars, leased, number of, 21.
owned, total number of, 21.
total number of per 100 miles of line, 22.
Cash and current assets, 84.
Casualties resulting from other train accidents, 66-73, 77, 79.
Chairman of the Interstate Commerce Commission, 5.
Changes in Classification of Operating Expenses, most important, 81.
Changes in, list of railways during the year ending June 30, 1893, and 1892, summary of, 18.
methods of accounting to agree with revised Classification of Operating Expenses, 82.
mileage for States showing an increase in mileage in excess of 100 miles, summary of, 87-91.
the organization of railway property, localization of, 17.
Charges Against Income on Account of Railway Capital During the Year ending June 30, 1893, 45.
Circulars forwarded from this office, 86.
Classfication of Bonds by Rate of Interest, by Groups, 42.
Classification of Cars in Company's Service, Fast Freight Line Service, and Cars Leased, Fitted with Automatic Coupler, by Groups, 31.
Classification of Cars in Company's Service, Fast Freight Line Service, and Cars Leased, Fitted with Train Brake, by Groups, 30.
Classification of Cars in Freight Service Fitted with Automatic Coupler, by Groups, 31.
Classification of Cars in Freight Service Fitted with Train Brake, by Groups, 30.
Classification of Cars in Passenger Service Fitted with Automatic Coupler, by Groups, 30.
Classification of Cars in Passenger Service Fitted with Train Brake, by Groups, 29.
Classification of, Employés by Groups, and per 100 Miles of Line, 33, 34.
freight earnings, 82.
freight revenue, selected commodities must be accepted as basis of, 84.
Classification of Funded Debt, exclusive of Equipment Trust Obligations, by Rate of Interest, by Groups, 41.
Classification of Income Bonds by Rate of Interest, by Groups, 44.
Classification of Mileage According to Organization for Operation, 15.
Classification of Miscellaneous Obligations by Rate of Interest, by Groups, 43.
Classification of operating expenses, by States, 82, 86.
most important changes in, 81.
new accounts in, 81.
revised, publication of, 81.
time required for revision of, 81.
Classification of Railway Accidents, by Groups—Employés, 78, 79.
Classification of Railway Accidents, by Groups—Others, 80.
Classification of Railways, 14-20.
Classification of Railways on the Basis of Operated Mileage for the Years ending June 30, 1893 and 1892, 19.
Classification of Roads According to Organization for Operation, 16.
Classification of Roads According to Organization for Operation, by Groups, 17.
Classification of Stocks by Rate of Dividend, by Groups, 40.
Classified statement of freight earnings, resolution of Committee on Railway Statistics in favor of, 85.
Clearing house of freight and passenger accounts, resolution of Committee on Railway Statistics in favor of, 85.
Clearing wrecks, 81.
Clements, Hon. Judson C., Commissioner, 5.
Coefficient of operating expenses, 61.
Collateral bonds excluded from Table II, 36.
Collisions, accidents resulting from, 66-73, 76, 77, 79, 80.
Colorado, 10.
Commissioners of Interstate Commerce, 5.
Committee on Railway Statistics, report of, 83-85.
Commodities, miscellaneous, tonnage of, in 1890, 84.
Common stock, dividends on, 45.
Companies, express, 86.
or persons, owning rolling stock, 86.
Company's service, number of cars in, 21.
Comparative Condensed Income Account for the Years ending June 30, 1893, 1892, 1891, and 1890, 49.
Comparative Statement of Equipment, and of Equipment Fitted with Train Brake and Automatic Coupler, for the Years ending June 30, 1893, 1892, 1891, 1890, and 1889, 25.
Comparative Summary of Earnings and Income and Analysis of Earnings from Operation, for the Years ending June 30, 1893, 1892, and 1891, 52.
Comparative Summary of Employés by Class and per 100 Miles of Line, for the Years ending June 30, 1893, 1892, 1891, and 1890, 32.
Comparative Summary of Equipment Fitted with Automatic Coupler, Showing Kind of Coupler Used, for the Years ending June 30, 1893, 1892, 1891, 1890, and 1889, 28, 29.
Comparative Summary of Expenditures and Analysis of Operating Expenses for the Years Ending June 30, 1893, 1892 and 1891, 57.
Comparative Summary of Ownership of Railway Stocks and Bonds for the Years ending June 30, 1893, 1892, 1891, 1890, and 1889, 38.
Comparative Summary of Passenger and Freight Service for the Years ending June 30, 1893, 1892, 1891, 1890, and 1889, 46.
Comparative Summary of Railway Accidents for the Years ending June 30, 1893, 1892, 1891, 1890, 1889, and 1888, 65.
Comparative Summary of Results Deduced from Table III and Table IV, for the Years ending June 30, 1893, 1892, 1891, 1890, 1889, and 1888, 63.
Conclusion, 81, 86.
Condensed Income Account by Groups, 51, 52.
Condensed Statement of Stocks and Funded Debt Classified by Rate of Dividend or Interest, 39.
Conducting transportation, expenses chargeable to, 57, 58, 59.
number of employés assigned to, 35.
Conductors, number of, 32.
Connecticut, 10.
Consolidation, railway, extent of, 19.
by means of leases, extent of, 56.
Contents, 7.
Cooperation of Association of American Railway Accounting Officers in matter of revising Classification of Operating Expenses, 83.
Convention of Railroad Commissioners, sixth annual, Report of Committee on Railway Statistics, presented to, 82.
Corporate investments, income from, 50.

Corporations, railway, amount of stocks owned by, 38.
Corporations, railway, increase of, 16.
operating a mileage between 600 and 1,000 miles, number of, 19.
stocks not owned by, 38.
total number of, 16.
whose operated line exceeds 1,000 miles, 19.
Cost of, carrying one passenger one mile, average, 63.
one ton one mile, average, 63, 64.
Cost of, equipment, 64.
road, 64.
Cost of, running a freight train one mile, average, 63, 64.
running a passenger train one mile, average, 63.
running a train one mile, all trains, average, 63.
Coupling and uncoupling, accidents resulting from, 66–73, 76, 78.
Current Liabilities, 64.
interest on interest-bearing, 45, 403.
Deaths of persons not connected with railways, 65.
Decrease in, correspondence of Division of Statistics, 86.
income bonds, 37.
income from operation per mile of line, 50.
number of passengers killed during year, 65.
surplus from operation per mile of line, 50.
Deductions from income, total, 49, 51, 52.
Delaware, 10.
Density of equipment, 22.
Derailments, accidents resulting from, 66–73, 76, 77, 79, 80.
Devices, automatic, for the management of trains, 23.
Difference, between revenue and cost per train mile, freight trains, 64.
between revenue and cost per train mile, passenger trains, 63.
Difficulty of making an accurate statement of capitalization and valuation of railway property, 35.
Distribution of, Employés for the Year ending June 30, 1893, by Groups, 35.
ownership of stocks and bonds, 38.
railway mileage by States and Territories, 10.
District of Columbia, 11, 12.
Dividend, classification of stocks by rate of, by groups, 40.
Dividend or interest, condensed statement of stocks and funded debt classified by rate of, 39.
Dividends, decrease in, per mile of line, 50.
on common stock, 45,
on preferred stock, 45.
Earning capacity of railway stocks and bonds, 39.
Earnings and Expenses, 48–62.
Earnings and income and analysis of earnings from operation, comparative summary of, for the years ending June 30, 1893, 1892, and 1891, 52.
Earnings and income and analysis of earnings from operation, summary of, by groups, 53, 54, 55.
Earnings and income, total, 52, 53, 54, 55.
Earnings from operation and operating expenses, summary showing proportion of, assignable to passenger and freight traffic, by groups, 62.
Earnings from operation, total, 52, 53, 54, 55.
Earnings, unclassified, 52, 53, 54.
Employés, accidents to, 65–76, 78, 79.
Employés—account floating equipment, number of, 32.
Employés, number injured, 74, 75.
number of, for one injured, 74, 75.
Employés, number killed, 74, 75.
number of, for one killed, 74, 75.
Employés and passengers, summary of railway accidents showing number of, for one killed, injured, etc.—United States and by groups, 74, 75.
Employés assigned to, conducting transportation, 35.
general administration, 35.
maintenance of equipment, 35.
maintenance of way and structures, 35.
Employés, classification of, by groups and per 100 miles of line, 33, 34.
comparative summary of, by class and per 100 miles of line, for the years ending June 30, 1893, 1892, 1891, and 1890, 32.
distribution of, for the year ending June 30, 1893, by groups, 35.
increase in number of, 65.
Employés, railway, increase in number injured during year, 65.
increase in number killed during year, 65.
Employés, per 100 miles of line, by groups, 35.
Employment, railway, increase in rate of, 32.
Enginemen, number of, 32.
Equipment, 20–31.
assignment of, per 100 miles to length of line, by groups, 22.
assignment of, to amount of traffic, by groups, 22.
density of, 22.
Equipment fitted with automatic coupler, comparative summary of, showing kind of coupler used, for the years ending June 30, 1893, 1892, 1891, 1890, and 1889, 28, 29.
summary of, showing kind of coupler used, by groups, 26, 27.
Equipment fitted with train brake, showing kind of brake used, by groups, 26.
Equipment, summary of, by groups—cars, 21.
summary of, by groups—locomotives, 21.
Equipment, summary of, fitted with automatic coupler—cars, 24.
summary of, fitted with automatic coupler—locomotives, 24.
summary of, fitted with train brake—cars, 23.
summary of, fitted with train brake—locomotives, 23.
Equipment trust obligations, amount of, 36.
increase in, 37.
Examination of reports of carriers by Division of Statistics, 86.
Expansion of, freight movement, 46.
railway facilities, 13.
Expenditures, comparative summary of, and analysis of operating expenses for the years ending June 30, 1893, 1892, and 1891, 57.
Expenditures, summary of, and analysis of operating expenses, by groups, 57, 58, 59.
Expenditures, total, all roads, 57, 58, 59.
operating roads, 57, 58, 59.
Expenses, earnings, and, 48–62.
general, 57, 58, 59.
unclassified, 57, 58, 59.
Expenses chargeable to, conducting transportation, 57, 58, 59.
maintenance of equipment, 57, 58, 59.
maintenance of way and structures, 57, 58, 59.
Expenses which a demand for classification of freight revenue according to character of freight carried would impose on carriers, 84.
Explanation of arrangement of roads in Tables, 94.
Explanatory note, Index to Railways, 590.
Table I, 94, 95.
Table II, 233.
Table III-A, 299.
Table III-B, 345.
Table IV-A, 379.
Table IV-B, C, 403.
Table V, 477.
Table VI, 511.
Express companies, 86.
Express, revenue from carrying, 52, 53, 54, 55.
Extent of, railway consolidation, 19.
railway consolidation by means of lease, 56.
Extra baggage and storage, 299.
Falling from trains and engines, accidents resulting from, 66–73, 76, 78.
Fast freight line service, number of cars contributed to, 21.
Feasibility of securing statistics of freight revenue classified according to character of freight carried, 83, 84.
Final net income from operation, 50.
decrease in, per mile of line, 50.
Firemen, number of, 32.

Fixed charges, analysis of, by groups, 60.
assigned to "Miscellaneous," analysis of, by groups, 61.
Fixed charges, increase in, 50.
subsidiary roads, 60, 61.
Florida, 10, 12, 87.
Forest, tonnage of products of, in 1890, 84.
Fourth track, mileage of, 13.
increase of, 14.
Freight cars, equipped with automatic coupler, 25.
fitted with train brake, 25.
per 1,000,000 tons of freight carried, 22.
Freight density, 47.
Freight earnings, classification of, 82.
Freight locomotives, equipped with automatic coupler, 25.
fitted with train brake, 24.
number of, 21.
Freight, originating on all roads, tonnage of, in 1890, 84.
received from connecting roads and other carriers, tonnage of, in 1890, 84.
Freight revenue, 52–55.
proportion of, to total earnings, 52–55.
Freight service, number of cars in, 21.
Freight service, passenger, and, comparative summary of, for the years ending June 30, 1893, 1892, 1891, and 1890, 46.
Freight traffic by commodities of the railroads of the United States in the year ended June 30, 1890, summary exhibiting, 84.
Freight, tons of, carried, 46.
carried one mile, 46.
carried one mile per mile of line, 46.
Freight train mileage, 46, 47.
Freight trains, revenue per train mile, 63.
Funded debt, classification of, exclusive of equipment trust obligations, by rate of interest, by groups, 41.
Funded debt, covered by balance sheet, 64.
Funded debt, exclusive of equipment trust obligations, amount paying no interest, 39.
Funded debt, exclusive of equipment trust obligations, rates of interest paid on, 39.
Funded debt, interest on, 45.
per mile of line, 36.
Funded debt, condensed statement of stocks and, classified by rate of dividend or interest, 39.
Funded debt, total amount of, 36.
General administration, number of employés assigned to, 35.
General Balance Sheet, for the Year ending June 30, 1893, 64.
mileage covered by, 64.
General Expenses, 57–59.
General office clerks, number of, 32.
General officers, number of, 32.
General results in the administration of railway property, 62.
Georgia, 10.
Gross earnings from operation, 49, 51, 52.
total increase in, 49.
Gross earnings per mile of line, loss in, 50.
Group III, 12.
Group VI, 12.
Group VII, 36.
Group VIII, 36.
Groups, territorial, statistics not shown on basis of, 511.
Haul per ton, average, 47.
Highway crossings, accidents at, 66–73, 76, 77, 79, 80.
Hire of equipment, 81.
Idaho, 10.
Illinois, 10.
Income account, comparative condensed, for the years ending June 30, 1893, 1892, 1891, and 1890, 49.
condensed, by groups, 51, 52.
Income bonds, amount of, 36.
amount of, paying no interest, 39.
classification of, by rate of interest, by groups, 44.
decrease in, 37.
rates of interest paid on, 39.
Income, charges against, on account of railway capital, during the year ending June 30, 1893, 45.
deductions from, total, 49, 51, 52.
Income, and analysis of earnings from operation by groups, summary of earnings and, 53, 54, 55.
Income from, corporate investments, 50.
operation, 49, 51, 52.
operation per mile of line, decrease in, 50.
other sources, 51–55.
other sources, proportion of, to total earnings, 52–55.
other sources, summary of, by groups, 56.
Income, miscellaneous, 56.
operating, percentage of operating expenses to, 63.
Increase in, cars in freight service fitted with train brake, 25.
cars in passenger service fitted with train brake, 25.
equipment fitted with automatic coupler, 24.
equipment fitted with train brake, 23, 24.
equipment trust obligations, 37.
length of line operated, 15.
mileage covered by report, 14.
miles of railway per 10,000 inhabitants, 13
mortgage bonds, 37.
number of employés, 65.
number of locomotives during year, 21.
number of men employed by railways, 31.
number of miles of railway per 100 square miles of territory, 13.
number of passengers carried, 46, 65.
number of passengers injured during year, 65.
number of railway employés injured during year, 65.
number of railway employés killed during year, 65.
operating expenses per mile of line, 50.
passenger mileage, 46.
population, annual rate of, 32.
railway capital, 37.
railway mileage during year, 11.
rate of railway employment, 32.
stocks, 37.
Increase of, fourth track, 14.
mileage by groups, 12.
railway corporations, 16.
second track, 14.
third track, 14.
yard track and sidings, 14.
Indentation of roads, explanation of meaning of, 94.
Independent roads, "line owned" not in operation, 16.
Index to Railways, 591—611.
Explanatory Note, 590.
Indian Territory, 11.
Indiana, 10, 11, 87.
Injuries to persons not connected with railways, 66.
Interstate Commerce Commission, 5.
Interest, 60.
classification of bonds by rate of, by groups 42.
classification of funded debt exclusive of equipment trust obligations, by rate of, by groups, 41.
classification of income bonds, by rate of, by groups, 44.
classification of miscellaneous obligations, by rate of, by groups, 43.
Interest on, funded debt, 45.
interest-bearing current liabilities, 45.
Iowa, 10.
Journey, average per passenger, 46, 47.
Kansas, 10, 12.
Kentucky, 10.
Knapp, Hon. Martin A., Commissioner, 5.
Law of probabilities for railway casualties, 74.
Leased cars, total number of, 21.
Letters and telegrams forwarded in connection with the preparation of this report, 86.
Line, affected by changes in organization of railway property, 15.
assignment of equipment per 100 miles of length of, by groups, 22.
not in operation, 14.
of proprietary companies, 15.
operated under contract, 15.
operated under lease, 15.
operated under trackage rights, 15.
owned, 15.

Localization of, changes in the organization of railway property, 17.
freight by classes, 83.
railway construction during the year, 12.
Locomotives, freight, number of, 21.
equipped with automatic coupler, 25.
fitted with train brake, 24.
Locomotives, increase in number of, 21.
Locomotives in, freight service per 100 miles of line, 22.
passenger service per 100 miles of line, 22.
Locomotives, number of, not equipped with automatic coupler, 25.
Locomotives, number of per 100 miles of line, 22.
Locomotives, passenger, number of, 21.
equipped with automatic coupler, 24.
fitted with train brake, 24.
Locomotives, switching, number of, 21.
fitted with train brake, 24.
Locomotives, total number of, 21.
unclassified and leased, number of, 21.
Loss in gross earnings per mile of line, 50.
Louisiana, 10.
McDill, Hon. James W., Commissioner, 5.
Machinists, number of, 32.
Mail, revenue from carrying, 52, 53, 54, 55.
Maine, 10.
Maintenance of equipment, expenditures chargeable to, 57, 58, 59.
number of employés assigned to, 35.
Manufactures, tonnage of, in 1890, 84.
Map showing boundaries of territorial groups, (facing title page).
Maryland, 10.
Mason, Stephen C., Assistant Statistician, acknowledgments to, 86.
Massachusetts, 10.
Material and supplies, 64.
Men employed on railways, 31–35.
Men in service of railways in the United States, total number of, 31.
increase in, 31.
Merchandise, tonnage of, in 1890, 84.
Michigan, 10, 12, 87.
Mileage, 10–14.
classification of, according to organization for operation, 15.
covered by general balance sheet, 64.
covered by reports to the Commission, 14.
freight train, 46, 47.
increase in, during year, 11.
increase in, by groups, 12.
new, taken into operation during year, 31.
official, 95.
unofficial, 95.
Mileage of, railways per 10,000 inhabitants, 10.
second track, 13.
single track, 13.
third track, 13.
yard track and sidings, 13.
Mileage operated, total single track, 15.
Mileage, passenger train, 46, 47.
Mileage, percentage of, in each State and Territory to total mileage, 10.
Mileage, railway, in the United States, summary of, by States and Territories, 10, 11.
per 100 square miles of territory, 10.
summary of, by groups, 12.
summary of, by groups, showing length of single track, second track, third track, fourth track, and of yard track and sidings, 13.
Mileage, total railway, all tracks, 13.
Mileage, rate of increase in, from 1886 to 1887, 11.
from 1887 to 1888, 11.
from 1888 to 1889, 11.
from 1889 to 1890, 11.
from 1890 to 1891, 11.
Mileage, summary of changes in, for States showing an increase in mileage in excess of 100 miles, 87–91.
Mines, tonnage of products of, in 1890, 84.
Minnesota, 10, 12, 88.
Miscellaneous, assets, 64.
commodities, tonnage of, in 1890, 84.
earnings arising from freight service, 299.
income, 56.
liabilities, 64.
Miscellaneous obligations, amount of, 36.
amount paying no interest, 39.
classification of, by rate of interest, by groups, 43.
definition of, 37.
interest paid on, 39.
Mississippi, 10.
Missouri, 10, 12, 88.
Modifications of Classification of Operating Expenses, the most important, 81.
Montana, 10.
Morrison, Hon. William R., Chairman, 5.
Mortgage bonds, increase in, 37.
Moseley, Edward A., Secretary, 5.
Most dangerous branch of railway service, 75.
Nebraska, 10.
Net income, 49, 51, 52.
Nevada, 10.
New accounts in Classification of Operating Expenses, 81.
New equipment, fitted with automatic coupler, 24.
fitted with train brake, 24.
New Hampshire, 10.
New Jersey, 10.
New Mexico, 11, 12.
New mileage taken into operation during year, 31.
New York, 10, 12, 88.
North Carolina, 10.
North Dakota, 11.
Number of corporations operating a mileage, between 600 and 1,000 miles, 19.
between 250 and 400 miles, 19.
between 400 and 600 miles, 19.
over 1,000 miles, 19.
under 250 miles, 19.
Numerals, Roman and Arabic, 590.
Official mileage, 95.
Ohio, 11, 12, 89.
Oil, tallow, and waste for locomotives, 81.
Oklahoma, 11.
Old accounts consolidated in revised Classification of Operating Expenses, 81.
Operated mileage, classification of railways on the basis of, for the years ending June 30, 1893 and 1892, 19.
Operating expenses, Analysis of, and comparative summary of expenditures for the years ending June 30, 1893, 1892, 1891, 57.
Operating expenses, earnings from operation, and, summary showing the proportion of, assignable to passenger and freight service, by groups, 62.
Operating expenses, classification of, by States, 86.
coefficient of, 61.
per mile of line, increase in, 50.
percentage of, to operating income, 63.
total, 57, 58, 59.
Operating roads, independent, number of, 16.
subsidiary, number of, 16.
Oregon, 11, 12.
Organization for operation, classification of mileage according to, 15.
classification of roads according to, 16.
classification of roads according to, by groups, 17.
Organization of corporate accounts, proper, 85.
Other causes, accidents resulting from, 66–73, 76, 77, 79, 80.
Other earnings, freight service, 52, 53, 54, 55.
from operation, 52, 53, 54, 55.
passenger service, 52, 53, 54, 55.
Other employés, accidents to, 66–75, 78.
Other forms of indebtedness, amount of, 37.
per mile of line, 37.
Other payments from net income, 45.
Other persons, accidents to, 65, 74, 75.
number not trespassing, injured, 74, 75.
number not trespassing, killed, 74, 75.
number trespassing, injured, 74, 75.
number trespassing, killed, 74, 75.
Other shopmen, number of, 32.
Other stationmen, number of, 32.
Other trackmen, number of, 32.
Other train accidents, casualties resulting from, 66–73, 77, 79.
Other trainmen, number of, 32.
Others, not trespassing, accidents to, 66–75, 80.

Others, trespassing, accidents to, 66-75, 80.
Overhead obstructions, accidents resulting from, 66-73, 76, 79.
Passenger and freight service, comparative summary of, for the years ending June 30, 1893, 1892, 1891, and 1890, 46.
Passenger cars, equipped with automatic coupler, 25.
fitted with train brake, 25.
per 1,000,000 passengers carried, 22.
Passenger, cost of carrying one, one mile, average, 63.
Passenger locomotives, equipped with automatic coupler, 24.
fitted with train brake, number of, 24.
Passenger locomotives, number of, 21.
Passenger, mileage, increase in, 46.
miles per passenger locomotive, 22.
Passenger revenue, 52, 53, 54, 55.
proportion of, to total earnings, 52, 53, 54, 55.
Passenger service, expansion of, 46.
number of cars in, 21.
Passenger train, average cost of running a, one mile, 63.
Passenger train mileage, 46, 47.
Passenger trains, revenue per train mile, 63.
Passengers, accidents to, 65-75, 77.
average number of, in a train, 46.
carried, 46, 47.
carried, increase in number of, 46, 65.
carried one mile, 46, 47.
carried one mile per mile of line, 46, 47.
carried, per passenger locomotive, 22.
carried, total number of, 65.
Passengers and employés, summary of railway accidents showing number of, for one killed, injured, etc.—United States, and by groups, 74, 75.
Passengers, injured, number of, 74, 75.
injured during year, increase in number of, 65.
number carried for one injured, 74, 75.
carried one mile for one injured, 74, 75.
Passengers, killed, number of, 74, 75.
killed during year, decrease in number of, 65.
number carried for one killed, 74, 75.
number carried one mile for one killed, 74, 75.
Payments made by railway companies in the form of interest, rentals, taxes, etc., 60.
Pennsylvania, 11, 12, 89.
Percentage of mileage of each State and Territory to total mileage, 10.
Per cent of, bonds paying no interest, 39.
stocks paying no dividend, 39.
Persons or companies owning rolling stock, 86.
Population of United States, estimated annual increase in, 13.
Preferred stock, dividends on, 45.
Private roads, 14, 16.
Products of, agriculture, tonnage of, in 1890, 84.
animals, tonnage of, in 1890, 84.
forest, tonnage of, in 1890, 84.
mines, tonnage of, in 1890, 84.
Profit and loss, 64.
Public service of railways, 45-47.
summary showing, by groups—freight service, 47.
summary showing, by groups—passenger service, 47.
Railroad Commissioners, State, approval of revised Classification of Operating Expenses by, 81.
Railway accidents, 65, 80.
classification of, by groups—employés, 78, 79.
classification of, by groups—others, 80.
comparative summary of, for the years ending June 30, 1893, 1892, 1891, 1890, 1889, and 1888, 65.
summary of, by groups, 67-73.
summary of, by groups—employés, 76.
summary of, by groups—others, 77.
summary of, by groups—passengers, 77.
Railway accidents, summary of, showing number of employés and passengers for one killed, injured, etc.—United States, and by groups, 74, 75.
Railway accidents, summary of—United States, 66.
Railway construction during the year, localization of, 12.
Railway capital, amount per mile of line, 37.
charges against income on account of, during the year ending June 30, 1893, 45.
summary of, by groups, 37.
Railway corporations, bonds owned by, 38.
increase of, 16.
stocks owned by, 38.
total number of, 16.
Railway employés, injured during year, increase in, 65.
killed during year, increase in, 65.
Railway, increase in number of miles of, per 100 square miles of territory, 13.
increase in number of miles of, per 10,000 inhabitants, 13.
Railway industry, tendency towards consolidation in the, 38.
Railway mileage, distribution of, by states and territories, 10.
Railway mileage, in the United States, summary of, by states and territories, 10, 11.
summary of, by groups, 12.
summary of, by groups, showing length of single track, second track, third track, fourth track, and of yard track and sidings, 13.
Railway mileage, per 100 square miles of territory, 10.
per 10,000 inhabitants, 10.
Railway property, capitalization and valuation of, 35-45.
Railway Statistics, report of Committee on, 82-85.
Railway stocks and bonds, comparative summary of ownership of, for the years ending June 30, 1893, 1892, 1891, 1890, and 1880, 38.
Railways, classification of, 14-20.
classification of, on the basis of operated mileage for the years ending June 30, 1893, and 1892, 19.
index to, 591.
men employed on, 31-35.
Railways, public service of, 45-47.
summary showing public service of, by groups—freight service, 47.
summary showing public service of, by groups—passenger service, 47.
Railways, summary of changes in list of, during the years ending June 30, 1893, and 1892, 18.
Recommendations, 86.
Rentals, 60, 345, 403.
amount received by railways in the form of, 56.
Rents, for tracks, yards, and terminals, 81.
paid by lessee to lessor roads, 345.
Repairs and renewal of work cars, 81.
Report of the Committee on Railway Statistics, 82-85.
Resolutions of Committee on Railway Statistics, in favor of, clearing house for freight and passenger accounts, 85.
requiring from carriers a classified statement of freight earnings, 85.
Results, summary of, 62-64.
Results, deduced from Table III and Table IV, comparative summary of, for the years ending June 30, 1893, 1892, 1891, 1890, 1889, and 1888, 63.
deduced from Table III and Table IV, summary of, by groups—freight service, 64.
deduced from Table III and Table IV, summary of, by groups—passenger service, 63.
Revenue, from carrying express, 52, 53, 54, 55.
from carrying the mails, 52, 53, 54, 55.
per passenger per mile, 63.
per ton of freight per mile, 63, 64.
per train mile, all trains, 63.
per train mile, freight trains, 63, 64.
per train mile, passenger trains, 63.
Revision of Classification of Operating Expenses, time occupied in, 81.
Rhode Island, 11.
Road, cost of, 64.
Roads, abandoned, 18.
classification of, according to organization for operation, 16.
classification of, according to organization for operation—by groups, 17.
consolidated, 18.
explanation of indentation of names of, 94.
merged, 18.
no longer in existence, 18.

Roads—Continued.
reorganized, 18.
total number of, 16.
which have changed their names, 18.
Roads which operate from, 250 to 400 miles of line, number of, 19.
400 to 600 miles of line, number of, 19.
600 to 1,000 miles of line, number of, 19.
less than 250 miles of line, number of, 19.
more than 1,000 miles of line, number of, 19.
Rolling stock, owned by private companies, 20.
Roman and Arabic numerals, use of, 590.
Salaries and maintenance of organization, 61.
Second track, mileage of, 13.
increase of, 14.
Section foremen, number of, 32.
Single track, mileage of, 13.
Sinking fund and sundries, 64.
South Carolina, 11.
South Dakota, 11.
Standing Committee of Association of American Railway Accounting Officers, 82.
State Railroad Commissioners, approval of revised Classification of Operating Expenses by, 81.
Station agents, number of, 32.
Stationery and printing, 81.
Stations, accidents at, 66-73, 76, 77, 79, 80.
Statistician, 86.
Statistician, Assistant, 86.
Statistics essential for determining the reasonableness of rates, 83.
Stock, common, 36.
Stock, increase in, 37.
per mile of line, 36.
Stock, preferred, 36.
total amount of, 36.
Stocks and bonds, distribution of ownership of, 38.
owned by railways, summary of, by groups, 38.
Stocks and bonds, railway, comparative summary of ownership of, for the years ending June 30, 1893, 1892, 1891, 1890, and 1889, 38.
earning capacity of, 39.
Stocks and funded debt, condensed statement of, classified by rate of dividend or interest, 39.
Stocks, classification of, by rate of dividend, by groups, 40.
not owned by railway corporations, 38.
owned, 64.
owned by railway corporations, amount of, 38.
paying no dividend, 39.
per cent of, paying no dividend, 39.
rates of dividend paid on, 39.
Subsidiary roads, contingent money rental, 16.
fixed money rental, 16.
"line owned" not in operation, 16.
other relation, 16.
Substitute for abandoned classification of operating expenses between passenger and freight traffic, 83.
Summary, comparative, of earnings and income and analysis of earnings from operation for the years ending June 30, 1893, 1892, and 1891, 52.
Summary, comparative, of employés by class and per 100 miles of line for the years ending June 30, 1893, 1892, 1891, and 1890, 32.
Summary, comparative, of equipment fitted with automatic coupler, showing kind of coupler used, for the years ending June 30, 1893, 1892, 1891, 1890, and 1889, 28, 29.
Summary, comparative, of expenditures and analysis of operating expenses, for the years ending June 30, 1893, 1892, and 1891, 57.
Summary, comparative, of ownership of railway stocks and bonds, for the years ending June 30, 1893, 1892, 1891, 1890, and 1889, 38.
Summary, comparative, of passenger and freight service, for the years ending June 30, 1893, 1892, 1891, and 1890, 46.
Summary, comparative, of railway accidents, for the years ending June 30, 1893, 1892, 1891, 1890, 1889, and 1888, 65.
Summary, comparative, of results deduced from Table III and Table IV, for the years ending June 30, 1893, 1892, 1891, 1890, 1889, and 1888, 63.
Summary Exhibiting the Freight Traffic by Commodities of the Railroads of the United States in the Year ended June 30, 1890, 84.
Summary of Changes in List of Railways During the Years ending June 30, 1893, and 1892, 18.
Summary of Changes in Mileage for States Showing an Increase in Mileage in excess of 100 Miles, 87-91.
Summary of Earnings and Income and Analysis of Earnings from Operation, by Groups, 53, 54, 55.
Summary of Equipment, by Groups—Cars, 21.
Summary of Equipment, by Groups—Locomotives, 21.
Summary of Equipment Fitted with Automatic Coupler—Cars, 24.
Summary of Equipment Fitted with Automatic Coupler—Locomotives, 24.
Summary of Equipment Fitted with Automatic Coupler, by Groups, Showing Kind of Coupler Used, 26, 27.
Summary of Equipment Fitted with Train Brake—Cars 23.
Summary of Equipment Fitted with Train Brake—Locomotives, 23.
Summary of Equipment Fitted with Train Brake, by Groups, Showing Kind of Brake Used, 26.
Summary of Expenditures and Analysis of Operating Expenses, by Groups, 57. 58, 59.
Summary of Income from Other Sources, by Groups, 56.
Summary of Railway Accidents, by Groups, 67-73.
Summary of Railway Accidents, by Groups—Employés, 76.
Summary of Railway Accidents, by Groups—Others, 77.
Summary of Railway Accidents, by Groups—Passengers, 77.
Summary of Railway Accidents, Showing Number of Employés and Passengers for one Killed, Injured, etc.—United States, and by Groups, 74, 75.
Summary of Railway Accidents—United States, 66.
Summary of Railway Capital, by Groups, 36, 37.
Summary of Railway Mileage, by Groups, 12.
Summary of Railway Mileage, by Groups, showing Length of Single Track, Second Track, Third Track, Fourth Track, and of Yard Track and Sidings, 13.
Summary of Railway Mileage in the United States by States and Territories, 10, 11.
Summary of Results, 62, 63, 64.
Summary of Results Deduced from Table III and Table IV, by Groups—Freight Service, 64.
Summary of Results Deduced from Table III and Table IV, by Groups—Passenger Service, 63.
Summary of Stocks and Bonds Owned by Railways, by Groups, 38.
Summary Showing Public Service of Railways, by Groups—Freight Service, 47.
Summary Showing Public Service of Railways, by Groups—Passenger Service, 47.
Summary Showing the Proportion of Earnings from Operation and Operating Expenses, Assignable to Passenger and Freight Service, by Groups, 62.
"Superintendence" in Classification of Operating Expenses, 81.
Surplus, decrease in during year, 50.
from operation, 49, 51, 52.
from operation, decrease in per mile of line, 50.
Switching locomotives, number of, fitted with train brake, 24.
number of, total, 21.
Switchmen, flagmen, and watchmen, accidents to, 66-73, 78.
total number of, 32.
Table I.—Classification of Railways and Mileage for the Year ending June 30, 1893, 96-219.
Explanatory Note, 94, 95.
Supplement A.—[Showing totalized figures for certain roads lying in more than one group], 220, 221.

Table I.—Continued.
Supplement B.—Corporate Changes for the year ending June 30, 1893, 222–229.
Table II.—Amount of Railway Capital at the Close of the Year ending June 30, 1893, 234–293.
Explanatory Note, 233.
Supplement.—[Showing totalized figures for certain roads lying in more than one group], 294, 295.
Table III-A.—Earnings from Operation, 300–339.
Explanatory Note, 299.
Supplement.—[Showing totalized figures for certain roads lying in more than one group], 340, 341.
Table III-B.—Income from Property Owned, but not Operated, 346–374.
Explanatory Note, 345.
Supplement.—[Showing totalized figures for certain roads lying in more than one group], 375.
Table IV-A.—Operating Expenses, 380–399.
Explanatory Note, 379.
Supplement.—[Showing totalized figures for certain roads lying in more than one group], 400.
Table IV-B, C.—Fixed Charges, and Summary of Operating Expenses and Fixed Charges, 404–469.
Explanatory Note, 403.
Supplement.—[Showing totalized figures for certain roads lying in more than one group], 470–473.
Table V.—Charges Against Income on Account of Railway Capital during the Year ending June 30, 1893, 478–506.
Explanatory Note, 477.
Supplement.—[Showing totalized figures for certain roads lying in more than one group], 507.
Table VI.—General Balance Sheet for the Year ending June 30, 1893. [Showing Increase or Decrease as compared with June 30, 1892], 512–587.
Explanatory Note, 511.
Taxes, 60.
Telegrams, number of letters and, forwarded in connection with preparation of this report, 86.
Telegraph operators and dispatchers, number of, 32.
Tendency towards, consolidation in the railway industry, 38.
merger, consolidation, etc., 15.
Tennessee, 11.
Territorial groups, statistics not shown on basis of, 511.
Territorial localization of freight by classes, 83.
Territory covered by different freight classifications, 84.
Texas, 11, 12, 90.
Third track, mileage of, 13.
increase of, 14.
Ton miles, per freight locomotive, 22.
Tons, average number of, in a train, 46.
carried, 46, 47.
carried one mile, 46, 47.
carried one mile, increase in, 46.
carried one mile per mile of line, 46, 47.
carried per freight locomotive, 22.
Total dividends (including "other payments from net income"), 49, 51, 52.
Total income, 49, 51, 52.
Total length of railway track, 14.
Total number of roads, 16.
Total railway mileage, all tracks, 13.
Trackage rights, line operated under, 15.
Track, railway, total length of, 14.
Traffic, assignment of equipment to amount of, by groups, 22.
Traffic density, 46.
Train brake, classification of cars in company's service, fast freight line service, and cars leased, fitted with, by groups, 30.
classification of cars in freight service, fitted with, by groups, 30.
classification of cars in passenger service, fitted with, by groups, 29.
summary of equipment fitted with—cars, 23.
summary of equipment fitted with—locomotives, 23.
summary of equipment fitted with, showing kind of brake used, by groups, 26.
total number of cars fitted with, 25.
total number of locomotives fitted with, 24.
Train brakes and automatic couplers, advance made in supplying equipment with, 23.
Trainmen, accidents to, 60–75, 78.
Trainmen, number injured, 74, 75.
number of, for one injured, 74, 75.
number killed, 74, 75.
number of, for one killed, 74, 75.
Train mileage, freight, 46, 47.
passenger, 46, 47.
Type, bold-faced, use of, 59, 94, 590.
Unclassified and leased locomotives, number of, 21.
Unclassified, earnings, 52, 53, 54.
employés, number of, 32.
expenses, 57, 58, 59.
Uniform accounting by carriers, importance of, 82, 84.
Uniformity of the handling of freight accounts, advantage of, 85.
Unofficial mileage, 95.
Use of bold-faced type, 59, 94, 590.
Utah, 11.
Value of a current statistical publication, 9.
Veazey, Hon. Wheelock G., Commissioner, 5.
Vermont, 11.
Virginia, 11.
Washington, 11, 12, 90.
Way and structures, maintenance of, 57, 58, 59.
West Virginia, 11, 12, 90.
Wisconsin, 11, 12, 91.
Wyoming, 11, 12, 91.
Yard track and sidings, increase of, 14.
mileage of, 13.
Yeomans, Hon. James D., Commissioner, 5.

APPENDIX H.

PRELIMINARY INCOME ACCOUNT OF RAILWAYS IN THE UNITED STATES FOR THE YEAR ENDING JUNE 30, 1894.

INTERSTATE COMMERCE COMMISSION.

HON. WILLIAM R. MORRISON, CHAIRMAN, of Illinois.
HON. WHEELOCK G. VEAZEY, of Vermont.
HON. MARTIN A KNAPP, of New York.
HON. JAMES W. McDILL, of Iowa.*
HON. JUDSON C. CLEMENTS, of Georgia.
HON. JAMES D. YEOMANS, of Iowa.†

EDWARD A. MOSELEY, *Secretary.*

* Died February 28, 1894.
† Appointed May 2, 1894.

CONTENTS.

TEXT OF REPORT: Page

Introductory 7
Earnings from Operation and Operating Expenses 8
Passenger and Freight Service 9
Net Earnings, Dividends, and Surplus from Operation 11
Summary of Results 13

STATISTICAL TABLE.

Income Account of Railways in the United States for the Year ending June 30, 1894 15
Supplement.—[Showing totalized figures for certain roads lying in more than one group] 52

INDEX.

Index to Railways 55

INCOME ACCOUNT

OF

RAILWAYS IN THE UNITED STATES.

INTERSTATE COMMERCE COMMISSION,
DIVISION OF STATISTICS,
Washington, D. C., December 1, 1894.

To the Honorable Members of the Interstate Commerce Commission:

SIRS: I herewith submit a Preliminary Report of the income and expenditures of railways in the United States for the year ending June 30, 1894. It contains the income account of all railways whose annual reports were filed on or before November 23, 1894, such reports being compiled without final revision and authorized correction. Judging from the experience of this office with previous reports, however, it is believed that the figures presented are satisfactory and that the averages computed from them may be relied upon as giving a correct impression of the condition of the railway industry for the past fiscal year.

The number of roads covered by this Preliminary Report of income and expenditure is 570, representing 149,559.21 miles of operated line. In the table appended to this introduction will be found a detailed statement of the following items for each of the roads named: Miles of line operated, earnings from passenger service, earnings from freight service, and other operating earnings; operating expenses and net earnings from operation; net deductions, exclusive of dividends; dividends declared; surplus from operations of the year; the number of passengers carried one mile per mile of line, and the number of tons of freight carried one mile per mile of line. It should be noted that the dividends shown in these income accounts are the dividends of operating roads only, and that on this account the aggregate of dividends is less than the true amount paid by the railway industry of the country, inasmuch as about 35 per cent of the dividends paid to stockholders is paid through the medium of leased or operated lines. In other respects the aggregates fairly represent the financial results of the year's business.

In the text will be found five comparative summaries, showing in a general manner, the results of the operations of the railways for the years 1894, 1893, 1892, 1891, and 1890. These summaries are as follows:

1. Earnings from Operation and Operating Expenses.
2. Passenger and Freight Service for the Years ending June 30, 1894, 1893, 1892, 1891, 1890, and 1889.
3. Public Service of Railways, by Groups:
   A. Passenger Service.
   B. Freight Service.
4. Net Earnings, Dividends, and Surplus from Operations of Operating Roads for the Years ending June 30, 1894, and 1893.
5. Summary of Results:
   A. For the United States.
   B. By Groups.

SUMMARY OF EARNINGS FROM OPERATION, AND OPERATING EXPENSES, FOR THE YEAR ENDING JUNE 30, 1894, AND COMPARATIVE SUMMARY OF RESULTS FOR THE YEARS ENDING JUNE 30, 1894, 1893, 1892, 1891, AND 1890.

Item.	Amount.	Per mile of line.					
		1894.[1]	1893.[2]	1892.[3]	1891.[4]	1890.[5]	Decrease in 1894.
Passenger service	$309,137,142	$2,067	$2,120	$2,104	$2,065	$1,978	$53
Freight service	617,958,498	4,132	4,906	4,946	4,588	4,589	774
Other earnings from operation	22,420,298	150	163	162	147	155	13
Unclassified	123,137	1	1	1	.....	3	.....
Total gross earnings	949,639,075	6,350	7,190	7,213	6,800	6,725	840
Less operating expenses	643,428,331	4,302	4,876	4,809	4,538	4,425	574
Income from operation	306,210,744	2,048	2,314	2,404	2,262	2,300	266

[1] 149,559.21 miles of line represented. [2] 162,397.30 miles of line represented.
[3] 169,779.84 miles of line represented. [4] 161,275.17 miles of line represented.
[5] 156,404.06 miles of line represented.

The number of miles of line represented in the above statement is 149,559.21. The total gross earnings from this mileage during the year covered by the report were $949,639,075, of which $309,137,142 was earned by the passenger service and $617,958,498 by the freight service, the remainder arising from other earnings from operation. It should be remembered that the earnings from passenger service include payments for carrying the mail and express, and earnings from freight service include payments for the use of stock yards and elevators, the property of the railroads. The operating expenses for the year ending June 30, 1894, were $643,428,331, which leaves an income from operation, out of which fixed charges and dividends are to be paid and the surplus of the year declared, of $306,210,744. The coefficient of expenses is 67.75 per cent, which, when compared with the corresponding item for previous years, shows no marked variation.

For the purpose of comparing the operations of the year ending June 30, 1894, with previous years, the above summary reduces the main items of income to a mileage basis. This comparison presents certain interesting facts. Thus, decrease in the earnings of the passenger service has been $53 per mile of line; the decrease in the earnings of freight service, $774 per mile of line; the total decrease in gross earnings per mile of line was $840, while the decrease in operating expenses was $574 per mile of line, leaving a decrease in net income from operation of $266 per mile of line. One fact so uniform in railway statistics that it may be termed a general law of railway management is illustrated in the above table, namely, that a reduction in operating expenses follows a decrease in gross earnings rather than accompanies such a decrease. Thus it will be noted that the gross earnings of the year 1892, which was the most prosperous year of the five subjected to comparison, were $7,213 per mile of line, while the operating expenses for the same year were $4,809 per mile of line. The gross earnings for 1893 fell to $7,190 per mile of line, but the operating expenses increased to $4,876 per mile of line. In the year ending June 30, 1894, which shows a further decrease in gross earnings to $6,350 per mile of line, the operating expenses fell to $4,302 per mile of line. In this instance it seems to have required twelve months' decrease in earnings to effect a decrease in operating expenses.

The amount of service rendered by the railways during the year ending June 30, 1894, is shown in the following summary, and for the purposes of comparison the corresponding figures for the previous years are also inserted:

COMPARATIVE SUMMARY OF PASSENGER AND FREIGHT SERVICE FOR THE YEARS ENDING JUNE 30, 1894, 1893, 1892, 1891, 1890, AND 1889.

Year.	Passengers carried.	Passengers carried one mile.	Passengers carried one mile per mile of line.	Tons carried.	Tons carried one mile.	Tons carried one mile per mile of line.
1894 [1]	505,225,446	12,899,936,578	86,253	571,955,942	70,426,344,965	470,893
1893 [2]	593,560,612	14,229,101,084	83,809	745,119,482	93,588,111,833	551,232
1892 [3]	560,958,211	13,362,898,299	82,285	706,556,471	88,241,050,225	543,365
1891 [4]	531,183,998	12,844,243,881	79,642	675,608,323	81,073,784,121	502,705
1890 [5]	492,430,865	11,847,785,617	75,751	636,541,617	76,207,047,298	487,245
1889 [6]	472,171,343	11,553,820,445	75,325	539,639,583	68,727,223,146	448,069

[1] 149,559.21 miles of line represented.
[2] 169,779.84 miles of line represented.
[3] 162,397.30 miles of line represented.
[4] 161,275.17 miles of line represented.
[5] 156,404.06 miles of line represented.
[6] 153,385.87 miles of line represented.

Attention should again be called to the fact that the figures for 1894 covered by this report represent 149,559.21 miles of line, which is about 24,000 miles less than the total of mileage operated, and that on this account 14 or 15 per cent of the number of passengers and tons carried should be added to the figures in the above table, in order to ascertain the true volume of traffic. It is commonly the case that the lines which fail to file reports in time for this preliminary computation are small, unimportant lines, and that, on this account, the volume of business of the lines making no report is less per mile of line than of the reporting lines. In the present report, however, this is not the case. The ratio of important to unimportant lines is about the same for the 24,000 miles of line for which no report was filed, as for the 149,559.21 miles of line covered by this Preliminary Income Account. The operations of the Atchison, Topeka and Santa Fé Railroad Company, of the Baltimore and Ohio Railroad Company, of the Central Railroad and Banking Company of Georgia, of the Lehigh Valley Railroad Company, and of the Savannah, Florida and Western Railway Company find no place in the above statement.

A true basis of comparison is found in the two columns of the above table which show the density of passenger and of freight traffic, that is to say, in the columns headed "Passengers carried one mile per mile of line" and "Tons carried one mile per mile of line." In the case of passenger traffic, there is a constant increase in density from 1889 to 1894, inclusive. That the year ending June 30, 1894, should show an increase in density of passenger traffic notwithstanding the general depression of the railway business, is explained by the fact that the months of July, August, September, and October, 1893, are included, during which there was an unusual amount of travel on account of the World's Columbian Exposition. A truer indication of the volume of business for the year in question is found in the figures which show the density of freight traffic. By referring to the above table it appears that the amount of freight carried increased from 448,069 ton-miles per mile of line in 1889 to 551,232 ton-miles per mile of line in 1893, but that for the year ending June 30, 1894, the density of freight traffic fell to 470,893 ton-miles per mile of line. A fall in the volume of business of 80,339 ton-miles per mile of line in a single year must, other things being equal, affect injuriously the financial condition of the railway industry.

The summary which follows distributes the figures presented above for the years ending June 30, 1894, and 1893, by territorial groups, its purpose being to localize the variations in the volume of traffic for the two years in question.

SUMMARY SHOWING PUBLIC SERVICE OF RAILWAYS, BY GROUPS—PASSENGER SERVICE.

Territory covered. [1]	Number of passengers carried.		Number of passengers carried one mile.		Number of passengers carried one mile per mile of line.	
	1894. [2]	1893. [3]	1894. [2]	1893. [3]	1894.	1893.
Group I	113, 664, 256	127, 973, 830	1, 827, 218, 868	1, 961, 162, 852	257, 098	267, 006
Group II	190, 049, 778	224, 434, 909	3, 420, 339, 128	3, 881, 472, 564	205, 655	291, 416
Group III	52, 427, 468	69, 386, 673	2, 267, 249, 122	2, 210, 614, 972	115, 305	101, 669
Group IV	9, 222, 379	11, 573, 922	376, 565, 917	433, 739, 981	35, 847	41, 068
Group V	13, 502, 540	19, 594, 628	565, 530, 841	753, 944, 248	43, 893	44, 338
Group VI	84, 087, 035	88, 371, 942	2, 580, 714, 916	2, 499, 335, 975	65, 942	62, 522
Group VII	3, 581, 513	5, 090, 895	318, 721, 656	391, 456, 307	31, 873	37, 554
Group VIII	10, 731, 045	16, 520, 377	524, 200, 126	899, 941, 686	34, 086	62, 422
Group IX	5, 865, 729	6, 759, 084	317, 457, 862	341, 961, 144	33, 981	33, 536
Group X	22, 153, 703	23, 854, 352	701, 938, 142	835. 471, 375	78, 769	69, 897
Total—United States	505, 285, 446	593, 560, 612	12, 899, 936, 578	14, 229, 101, 084	86, 253	83, 809

SUMMARY SHOWING PUBLIC SERVICE OF RAILWAYS, BY GROUPS—FREIGHT SERVICE.

Territory covered. [1]	Number of tons of freight carried.		Number of tons of freight carried one mile.		Number of tons of freight carried one mile per mile of line	
	1894. [2]	1893. [3]	1894. [2]	1893. [3]	1894.	1893.
Group I	38, 091, 459	45, 596, 109	2, 995, 218, 808	3, 325, 369, 933	421. 441	448. 188
Group II	196, 958, 743	261, 500, 296	20, 957, 961, 141	28, 605, 650, 259	1, 260, 138	1. 484, 392
Group III	123. 056. 806	159, 484, 489	13, 260, 915, 089	19, 225, 447, 802	675, 422	883, 679
Group IV	20, 699, 847	23, 354, 743	3, 729, 949, 758	3, 821. 116. 886	355, 086	361. 799
Group V	40, 546, 636	56, 349, 897	4, 644. 035, 739	5, 910, 209, 603	360, 438	347. 550
Group VI	97, 267, 535	117, 704, 151	14. 563, 994, 275	17, 682, 449, 928	372. 136	442, 333
Group VII	11, 084, 989	16, 238, 160	2, 176, 431, 521	2, 792, 170. 224	217. 649	287. 865
Group VIII	24, 311, 078	37, 399, 510	3, 881, 493, 495	6, 809, 855, 971	252, 395	321. 005
Group IX	11, 513, 942	14, 201, 052	2, 284, 219, 583	2, 693, 091, 217	244, 505	264. 032
Group X	9, 424, 907	13, 291, 075	1, 912, 125, 561	2, 722, 750, 030	214. 572	227. 791
Total—United States	571, 955, 942	745, 119, 482	70, 426, 344, 965	93, 588, 111, 833	470, 893	551. 232

[1] The division of the country into groups for the purpose of localizing railway statistics may be roughly defined as follows:

Group I. This group embraces the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut.

Group II. This group embraces the States of New York, Pennsylvania, New Jersey, Delaware, and Maryland, exclusive of that portion of New York and Pennsylvania lying west of a line drawn from Buffalo to Pittsburg via Salamanca, and inclusive of that portion of West Virginia lying north of a line drawn from Parkersburg east to the boundary of Maryland.

Group III. This group embraces the States of Ohio, Indiana, the southern peninsula of Michigan, and that portion of the States of New York and Pennsylvania lying west of a line drawn from Buffalo to Pittsburg via Salamanca.

Group IV. This group embraces the States of Virginia, North Carolina, South Carolina, and that portion of the State of West Virginia lying south of a line drawn east from Parkersburg to the boundary of Maryland.

Group V. This group embraces the States of Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida; and that portion of Louisiana east of the Mississippi River.

Group VI. This group embraces the States of Illinois, Wisconsin, Iowa, Minnesota, the northern peninsula of the State of Michigan, and that portion of the States of North Dakota, South Dakota, and Missouri lying east of the Missouri River.

Group VII. This group embraces the States of Montana, Wyoming, Nebraska, that portion of North Dakota and South Dakota lying west of the Missouri River, and that portion of the State of Colorado lying north of a line drawn east and west through Denver.

Group VIII. This group embraces the States of Kansas, Arkansas, that portion of the State of Missouri lying south of the Missouri River, that portion of the State of Colorado lying south of a line drawn east and west through Denver, and the Territories of Oklahoma, Indian Territory, and the portion of New Mexico lying northeast of Santa Fé.

Group IX. This group embraces the State of Louisiana, exclusive of the portion lying east of the Mississippi River, the State of Texas, exclusive of that portion lying west of Oklahoma, and the portion of New Mexico lying southeast of Santa Fé.

Group X. This group embraces the States of California, Nevada, Oregon, Idaho, Washington, the Territories of Utah, Arizona, and that portion of the Territory of New Mexico lying southwest of Santa Fé.

[2] 149,559.21 miles of line represented. [3] 169,779.84 miles of line represented.

For the purpose of arriving at the true volume of group traffic, it will be necessary to increase the figures given above by about the following percentages for the respective groups: Group I, 4 per cent; Group II, 15 per cent; Group III, 10 per cent; Group IV, 1 per cent; Group V, 25 per cent; Group VI, 3 per cent; Group VII, 5 per cent; Group VIII, 28 per cent; Group IX, 9 per cent; and Group X, 25 per cent. The true basis of comparison is found in the last two columns, which present the density of passenger and freight traffic. So far as passenger traffic is concerned, five groups show an increase in density for the year ending June 30, 1894, over the previous year; that is to say, Groups II, III, VI, IX, and X. The first three of these groups, namely Groups II, III, and VI, embrace the railroads chiefly benefited by the increase in passenger traffic incident to the Chicago Exposition. The increase in density of passenger traffic in Group IX is very slight, while that in Group X seems to indicate that the passenger traffic of the railways of the Pacific Coast was less affected by the general prostration of industries than in other portions of the country.

A comparison of density in freight traffic for the two years shows the fall in transportation of freight to have been almost universal. The only group which shows an increase is Group V, that is to say, the group which embraces the States of Kentucky, Tennessee, Mississippi, Alabama, Georgia, and that portion of Louisiana east of the Mississippi River. It is a significant fact that the railways in this district should have increased their tonnage notwithstanding the depression in business, but it is quite in harmony with the general and uniform development of the industries in this section during the twelve or fourteen years past. In some of the other groups the decrease in density is very marked. For example, in the territory covered by the trunk lines, that is to say, in Groups II and III, the aggregate decrease in density of freight traffic has been 432,510 ton-miles per mile of line. This, it will be observed, is a decrease in density of traffic in excess of the normal ton-mileage per mile of line in any of the other groups. There is, perhaps, no better measure of the general depression in industries during the year ending June 30, 1894, than that contained in the comparisons of the above summary.

The financial results of the decrease in traffic is shown in the following summary, which exhibits net earnings, dividends (of operating roads), and the surplus or deficit from the year's operations:

COMPARATIVE SUMMARY OF NET EARNINGS AND DIVIDENDS, FOR THE YEARS ENDING JUNE 30, 1894, AND 1893, FOR THE SAME ROADS, SHOWING ALSO NET DEDUCTIONS, EXCLUSIVE OF DIVIDENDS, AND SURPLUS FROM OPERATIONS OF YEAR 1894.

Territory covered.	Net earnings.		Net deductions exclusive of dividends. 1894.	Dividends.		Surplus from operations of year 1894.
	1894.	1893.		1894.	1893.	
Group I	$23,956,799	$23,198,667	$17,634,827	$8,769,020	$8,412,098	[1] $2,447,048
Group II	83,710,448	99,864,741	69,738,379	20,965,480	21,578,151	[1] 4,205,381
Group III	38,386,411	46,363,782	37,526,412	8,265,908	9,426,433	[1] 7,405,909
Group IV	11,742,005	13,085,632	13,567,037	683,695	1,299,122	[1] 2,508,727
Group V	19,402,429	19,626,841	20,328,052	563,331	3,042,137	[1] 1,488,954
Group VI	76,292,791	82,083,796	54,714,655	18,458,682	17,986,692	3,119,454
Group VII	11,454,740	16,483,583	16,046,719	2,943,312	2,470,732	[1] 7,535,291
Group VIII	17,488,965	22,124,978	19,829,363	1,614,070	1,729,576	[1] 3,954,470
Group IX	8,144,311	9,780,526	11,127,322	3,935	5,899	[1] 2,986,946
Group X	15,631,847	18,154,061	14,276,168	197,528	513,290	1,158,151
Total—United States	306,210,744	350,766,607	274,788,934	62,464,961	66,464,130	[1] 28,255,121

[1] Deficit.

A word of explanation is necessary before noting the facts in the above summary. The figures for the year ending June 30, 1894, as in the case of previous summaries, cover 149,559.21 miles of line, and the figures for the year ending June 30, 1893, are compiled from the annual reports of that year of such lines as filed their 1894 reports in time for this computation. The mileage for 1893 is not necessarily the same as for 1894, on account of the fact that the lines embraced in the above computations may have increased their mileage during the twelve months ending June 30, 1894. The point to be noted is that no lines are included in the computations for 1893 which are not included also in those for 1894. It is not necessary, therefore, in order to arrive at a true basis for comparison, to reduce the figures of the respective years to a mileage basis. By reference to the table it appears that the aggregate of net earnings upon the 149,559.21 miles of line in 1894 was $306,210,744, as against $350,766,607 upon the same lines in the previous year. This shows a decrease in net earnings of $44,555,863. Should the same ratio of decrease be maintained upon the mileage not covered by this Preliminary Report, the aggregate decrease in net earnings for the year 1894, as compared with 1893, would exceed fifty millions of dollars. One may easily localize this falling off in net earnings by making comparison for the several groups.

The comparison of the above summary, so far as dividends are concerned, is significant as showing that dividends do not decrease in proportion to the decrease in net earnings, which shows that in a year of depression they are paid either out of the accumulated surplus of past years or that their payment necessitates an increase in current indebtedness. The most significant column in the above summary is that headed "Surplus from operations of year ending June 30, 1894." This heading is maintained, notwithstanding the fact that the income account of the 149,559.21 miles of line covered by this Preliminary Income Account shows a deficit of $28,255,121; and that in two cases only, that is to say, Group VI and Group X, is there a surplus. These figures may be decidedly changed when combined with the income accounts of the subsidiary lines, but such a combination will increase rather than decrease the deficits above presented.

It would be strange if so marked a decrease in the amount of traffic and revenue should not result in embarrassment to many of the lines. On June 30, 1894, there were 156 railways in the hands of receivers, of which 106 passed into the hands of receivers during the year ending June 30, 1894, and 28 during the year ending June 30, 1893. The mileage of road operated by these defaulting companies is 38,869.96 miles. Eighty per cent of this mileage is accounted for by 28 important lines. Of the 128 remaining, 59 were small lines of less than 100 miles in length, some of them being parts of larger systems, and some being lines still in process of construction. The total capitalization of roads in the hands of receivers was about $2,500,000,000, or about one-fourth of the total railway capitalization of the country. The capitalization of the 28 important roads in the hands of receivers accounts for 79 per cent of this amount. An investigation into the history of the 156 roads in the hands of receivers shows them to have been burdened with an indebtedness which was with difficulty carried during prosperous times; 18 only out of the entire number have ever during the past fourteen years paid a dividend to the stockholders. This fact is presented without comment, since the lesson it conveys lies wholly on the surface.

In the final summary of this report will be found a statement of the average receipts per passenger per mile and average receipts per ton

per mile presented first, for the seven years ending June 30, 1894 to 1888, inclusive, for the railway system of the United States as a whole, and second, by territorial groups for 1894 and 1893.

COMPARATIVE SUMMARY SHOWING AVERAGE RECEIPTS PER PASSENGER AND PER TON PER MILE FOR THE YEARS ENDING JUNE 30, 1894, 1893, 1892, 1891, 1890, 1889, AND 1888.

Years.	Average receipts per passenger per mile.	Average receipts per ton per mile.
	Cents.	*Cents.*
1894	1.976	.866
1893	2.108	.878
1892	2.126	.898
1891	2.142	.895
1890	2.167	.941
1889	2.165	.922
1888	2.349	1.001

COMPARATIVE SUMMARY SHOWING AVERAGE RECEIPTS PER PASSENGER AND PER TON PER MILE, COVERING THE SAME ROADS, BY GROUPS, FOR THE YEARS ENDING JUNE 30, 1894 AND 1893.

Territory covered.	Average receipts per passenger per mile.		Average receipts per ton per mile.	
	1894.	1893.	1894.	1893.
	Cents.	*Cents.*	*Cents.*	*Cents.*
Group I	1.853	1.886	1.247	1.300
Group II	1.831	1.939	.759	.764
Group III	1.895	2.093	.682	.660
Group IV	2.374	2.397	.706	.752
Group V	2.319	2.373	.873	.882
Group VI	2.049	2.204	.942	.960
Group VII	2.282	2.438	1.150	1.200
Group VIII	2.197	2.291	1.053	1.079
Group IX	2.399	2.561	1.156	1.194
Group X	2.017	2.248	1.395	1.607

In explanation of the above averages it should be noted that the average receipts per passenger and per ton per mile on all the railways of the United States for the years 1888 to 1893 inclusive, are taken from the statistical reports of these years respectively, while the averages for the year ending June 30, 1894, pertain to the mileage covered the by this Preliminary Report. In the averages by groups, however, figures for 1893 are not those contained in the statistical report of 1893. The slight variation which appears is due to the fact that only those roads for 1893 were included in this compilation, for which complete returns had been received for the year 1894. In this manner the comparison by groups for the two years in question is rendered accurate, and may be safely accepted as indicating the tendency during the twelve months covered by this report.

HENRY C. ADAMS,
Statistician, Interstate Commerce Commission.

INCOME ACCOUNT

OF

RAILWAYS IN THE UNITED STATES

FOR

THE YEAR ENDING JUNE 30, 1894.

EXPLANATORY NOTE.

The statistics given in the table following have been compiled on the basis of the territorial grouping adopted in 1890. Totalized figures for certain roads lying in more than one group will be found in the Supplement, pages 52 and 53. The grouping data for some of these roads was apportioned in this office. Such cases are explained in the body of the table by footnotes.

The roads appearing in column 1 are, with a few exceptions, which are explained by footnotes, those filing reports on or before November 23, 1894, the date on which this tabulation was closed. In explanation of the arrangement of roads in this column, it should be stated that all independent roads are arranged in alphabetical order and printed flush. All subsidiary roads making operating reports are also alphabetically arranged, but indented; a subsidiary road may have in similar relation to itself another road, which will be indented to second place. By this arrangement the proper relation of any road to the immediate road or roads preceding is shown. The page location of any road may be found by reference to the "Index to Railways," pages 54 to 58, inclusive.

In explanation of column 9 it should be stated that it is made up of "Deductions from income," which includes fixed charges, and "Other payments from net income," less the amount of "Income from other sources." It includes all amounts charged against the "Income from operation" of the year except "Dividends."

The facts contained in this table are discussed on pages 7 to 13, inclusive. Page 8 contains a summary of Earnings from Operation and Operating Expenses; page 9, a comparative statement of Passenger and Freight Service, page 11, a summary of Net Earnings, Dividends, and Surplus from Operation; and page 13, a summary of results.

INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE,

No.	1	2	3	4	5	6
	Abbreviated name of road.	Miles of line operated.	EARNINGS. Passenger.	Freight.	Total gross, including other earnings.	Operating expenses.
	Total—Railways in the United States.	[1] 149,559.21	*Dollars.* 309,137,142	*Dollars.* 617,958,498	*Dollars.* 949,639,075	*Dollars.* 643,426,331
	Group I	[2] 7,107.09	38,523,803	38,305,681	77,922,603	53,965,804
	Group II	16,631.48	74,770,919	160,218,359	240,633,014	156,922,566
	Group III	[3] 19,663.14	51,755,599	91,320,792	145,216,848	106,830,437
	Group IV	10,504.95	11,449,011	27,179,888	39,842,763	28,100,758
	Group V	12,884.42	16,679,391	41,485,496	59,814,093	40,411,664
	Group VI	[4] 39,136.22	64,291,319	138,530,134	207,891,402	131,596,611
	Group VII	9,999.71	9,952,128	25,029,897	35,873,047	24,418,397
	Group VIII	15,378.62	15,199,726	42,185,200	60,502,751	43,013,788
	Group IX	9,342.22	9,539,391	26,706,057	36,877,092	28,732,781
	Group X	8,911.36	16,975,855	26,996,994	45,065,462	29,433,615
	GROUP I.					
	Total—Group I	[2] 7,107.09	38,523,803	38,305,681	77,922,603	53,965,804
1	Bang. & Aroostook R. R.	192.94	101,103	144,466	245,903	187,613
7	Benningt. & Rutl. Ry.	58.91	122,640	108,695	232,180	196,412
8	Boston & Alb. R. R.	388.68	4,574,717	4,244,818	9,190,277	6,000,219
13	Boston & Me. R. R.	[5] 1,292.65	8,701,689	7,279,054	16,022,653	10,539,980
24	Conn. Riv. R. R.:					
25	Vt. Vy. R. R. of 1871	24.09	86,721	97,937	185,258	117,851
26	Sullivan Co. R. R.	26 00	91,544	106,151	197,695	130,652
38	St. J. & L. Cham. R. R	131.50	92,957	248,167	347,266	249,915
39	York Harb. & B. R. R	11.27	26,059	6,238	32,448	23,496
41	Bridgton & Saco Riv. R. R.	16.00	13,478	15,456	28,934	18,709

[1] Includes 736.86 miles outside the United States.
[2] Includes 94.24 miles outside the United States.
[3] Includes 378.91 miles outside the United States.
[4] Includes 263.71 miles outside the United States.
[5] Includes 37.15 miles outside the United States.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD.

7	8	9	10	11	12	13	14	
NET EARNINGS.		Net deductions exclusive of dividends.	DIVIDENDS.		Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
1894.	1893.		1894.	1893.				
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*			
206, 210, 744	350, 766, 607	274, 788, 934	62, 464, 961	66, 464, 130	[1] 28, 255, 121	86, 253	470, 893	
23, 956, 799	23, 198, 667	17, 634, 827	8, 769, 020	8, 412, 098	[1] 2, 447, 048	267, 098	421, 441	
83, 710, 448	99, 864, 741	69, 738, 379	20, 965, 490	21, 578, 151	[1] 4, 205, 381	205, 655	1, 260, 188	
38, 386, 411	46, 363, 782	37, 526, 412	8, 265, 908	9, 426, 433	[1] 7, 405, 909	115, 305	675, 422	
11, 742, 005	13, 085, 632	13, 567, 037	683, 695	1, 299, 122	[1] 2, 508, 727	35, 847	355, 066	
19, 402, 429	19, 626, 841	20, 328, 052	563, 331	3, 042, 137	[1] 1, 488, 954	43, 893	360, 438	
76, 292, 791	82, 083, 796	54, 714, 655	18, 458, 682	17, 986, 692	3, 119, 454	65, 942	372, 136	
11, 454, 740	16, 483, 583	16, 046, 719	2, 943, 312	2, 470, 732	[1] 7, 535, 291	31, 873	217, 649	
17, 488, 963	22, 124, 978	19, 829, 363	1, 614, 070	1, 729, 576	[1] 3, 954, 470	34, 086	252, 395	
8, 144, 311	9, 780, 526	11, 127, 322	3, 935	5, 899	[1] 2, 986, 946	33, 981	244, 505	
15, 631, 847	18, 154, 061	14, 276, 168	197, 528	513, 290	1, 158, 151	78, 769	214, 572	
23, 956, 799	23, 198, 667	17, 634, 827	8, 769, 020	8, 412, 098	[1] 2, 447, 048	267, 098	421, 441	
58, 290	67, 098	105, 647	.....	.....	[1] 47, 357	23, 426	38, 706	1
35, 768	73, 991	39, 120	30, 000	.....	[1] 33, 352	66, 900	131, 128	7
3, 190, 058	3, 039, 772	1, 179, 479	2, 000, 000	2, 000, 000	10, 579	554, 298	1, 102, 698	8
5, 182, 793	5, 549, 624	3, 842, 283	1, 408, 176	1, 580, 156	[1] 67, 666	346, 215	363, 224	13
								24
67, 407	64, 730	5, 327	60, 000	60, 000	2, 079	114, 917	402, 742	25
67, 043	69, 544	25, 561	40, 000	40, 000	1, 482	114, 272	445, 802	26
[1] 2, 649	[1] 39, 737	65, 890	.....	.....	[1] 68, 539	27, 456	21, 191	38
8, 952	14, 855	[2] 244	12, 000	9, 000	[1] 2, 804	57, 032	4, 783	39
10, 225	13, 346	6, 909	.....	.....	3, 316	12, 763	13, 931	41

[1] Deficit.
[2] Credit item.

GROUP I. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE.

No.	1	2	3	4	5	6
	Abbreviated name of road.	Miles of line operated.	EARNINGS.			
			Passenger.	Freight.	Total gross, including other earnings.	Operating expenses.
			Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
50	Cent. Vt. R. R	665.10	1,534,082	2,793,655	4,447,908	2,985,442
59	Clarendon & Pittsf. R. R	11.78	.....	41,384	44,984	20,396
61	Conn. & Montreal R. R	449.56	1,039,074	1,339,201	2,390,191	1,614,374
78	Fitchburg R. R	450.32	2,419,396	4,325,158	[3]6,865,155	4,803,911
79	Georges Vy. R. R	8.50	1,322	3,624	4,946	4,594
85	Gr. Trunk Ry. : [1]					
86	Atl. & St. Law. R. R	166.58	299,531	706,721	1,011,373	901,905
88	Lewiston & Aub. Ry	5.41	15,868	21,355	38,295	31,997
90	Hoosac Tun. & Wilm. R. R	24.50	10,067	26,959	37,026	27,630
91	Kennebec Cent. R. R	5.00	5,557	8,286	14,055	9,009
92	Lime Rock R. R	11.89	.....	59,129	59,706	30,877
93	Me. Cent. R. R	[2] 813.76	2,120,105	2,511,101	4,655,585	2,928,156
104	Monson R. R	8.16	2,011	7,302	9,313	8,479
105	Montp. & Wells Riv. R. R. [3]	42.00	55,337	78,647	135,642	103,891
107	Moshassuck Vy. R. R	2.00	593	23,429	24,022	22,284
112	N. Y. & New Eng. R. R	545.19	2,095,083	3,215,548	5,393,896	4,115,012
122	N. Y., New Hav. & Hartf. R. R	1,469.28	14,858,329	10,423,546	25,576,885	17,932,710
146	Phillips & Rangeley R. R	28.60	13,848	25,305	39,275	29,364
147	Portl. & Roch. R. R	53.86	88,647	133,360	222,279	171,094
148	Portl. & Rumf. Falls Ry	57.10	47,468	60,183	111,431	67,457
150	Rockport R. R	3.00	.....	7,064	7,064	5,944
151	St. Croix & Penobscot R. R	[4] 21.00	4,688	23,271	27,959	22,392
152	Sandy Riv. R. R	18.00	18,025	33,198	51,280	29,333
155	Shepaug, Litchf. & Nn. R. R	38.23	29,227	43,871	73,226	72,393
156	Somerset Ry	42.06	28,836	38,250	67,485	53,306
157	S. Manch. R. R	2.25	7,966	6,927	14,893	14,473
158	Un. Freight R. R	2.43	.....	76,583	76,583	63,699
159	Wood River Brh. R. R	5.70	5,378	7,654	13,032	12,141
160	Woodstock Ry	13.88	12,507	13,993	26,500	20,373

[1] Inserted to show relation of two roads following. Files no report.
[2] Includes 52.34 miles outside the United States.
[3] Report for year ending March 31, 1894.
[4] Includes 4.75 miles outside the United States.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.			DIVIDENDS.					
1894.	1893.	Net deductions exclusive of dividends.	1894.	1893.	Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*			
1,462,466	1,409,022	1,447,704	.....	.....	14,762	3,473	4,294	50
24,588	14,099	18,188	.....	.....	6,400	.....	37,143	59
775,817	696,156	401,578	360,000	337,530	14,239	106,845	216,426	61
2,061,244	2,164,609	1,543,948	502,000	668,134	15,296	254,454	1,013,759	78
352	(1)	1,980	.....	.....	[2] 1,628	2,240	4,660	79
								85
109,468	281,905	268,281	329,040	329,040	[2] 487,853	58,532	574,150	86
6,598	15,201	2,352	18,000	18,000	[2] 13,754	115,326	56,159	88
9,396	10,781	8,451	.....	.....	945	10,085	14,977	90
5,055	5,397	2,139	2,400	2,400	516	32,432	6,691	91
28,829	44,933	21,713	6,750	17,250	366	.....	.....	92
1,727,429	1,835,805	1,398,092	298,502	335,966	30,835	101,234	212,821	93
843	2,125	4,870	.....	.....	[2] 4,027	751	105	104
31,751	32,676	24,287	.....	.....	7,464	50,946	88,922	105
1,738	460	386	.....	.....	1,352	15,766	146,828	107
1,278,884	1,900,773	1,850,508	.....	.....	[2] 571,624	175,211	532,828	112
7,644,175	5,707,540	5,270,497	3,631,293	2,945,535	[2] 1,257,615	493,609	868,587	122
10,011	1,108	12,759	.....	.....	[2] 2,748	10,094	14,233	146
51,185	53,510	15,582	35,524	35,524	129	58,945	125,222	147
43,974	57,516	29,871	12,787	7,500	1,316	23,547	38,889	148
1,120	1,182	70	1,050	.....	.....	.....	.....	150
5,567	15,713	7,748	.....	.....	[2] 2,181	7,296	.....	151
21,957	14,649	8,223	6,000	5,063	7,734	20,503	33,082	152
963	3,339	312	.....	.....	651	17,191	21,986	155
14,179	36,059	15,150	.....	.....	[2] 971	15,866	29,228	156
420	2,040	294	.....	.....	126	109,834	23,651	157
13,884	25,805	5,198	10,500	21,000	[2] 1,814	.....	155,827	158
891	5,625	4,081	.....	.....	[2] 3,140	2,008	882	159
6,128	7,416	693	4,998	.....	437	19,448	10,679	160

[1] Report not filed.

[2] Deficit.

GROUP II. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE

No.	1 Abbreviated name of road.	2 Miles of line operated.	3 Earnings. Passenger.	4 Earnings. Freight.	5 Earnings. Total gross, including other earnings.	6 Operating expenses.
	Total—Group II	16,631.48	*Dollars.* 74,770,919	*Dollars.* 160,218,359	*Dollars.* 240,633,014	*Dollars.* 156,922,586
162	Addison & Pa. Ry	46.00	27,565	52,713	82,678	59,474
165	Alleg. & Kinzua R. R.	43.00	.....	30,745	30,745	22,694
168	Annap., Wash. & Balt. R. R.	20.50	49,560	11,711	61,271	41,802
170	Bachman Vy. R. R.	4.18	.....	293	339	413
171	Balt. & Del. Bay R. R.	45.03	9,479	22,533	32,146	20,297
173	Balt. & En. Shore R. R.	87.00	85,132	63,767	149,238	130,267
174	Bay Ridge & Annap. R. R.	4.50	2,682	8	2,690	2,510
175	Balt. & Lehigh R. R.	41.10	22,866	34,901	59,905	55,849
176	Balt. & Ohio R. R.:[1]					
197	Berkeley Spgs. & Pot. R. R.	5.95	2,919	2,157	5,076	13,947
199	Bang. & Portl. Ry.	40.51	34,473	105,950	140,817	110,757
201	Barclay R. R.	14.02	6,769	25,806	37,892	33,529
202	Bare Rock R. R.	2.50	161	366	527	436
203	Bath & Hammondsp. R. R.	10.00	12,814	21,373	34,187	17,622
211	Brownstone & Middlet. R. R.	2.50	731	7,199	9,626	9,212
212	Buff. & Susq. R. R.	61.67	17,829	196,642	221,794	143,139
213	Buff., Roch. & Pittsb. Ry.	335.78	393,126	2,235,040	2,664,871	1,967,501
219	Catasauqua & Fogelsv. R. R.	27.20	1,836	39,616	41,452	26,078
220	Cats. Mtn. Ry	19.52	35,844	8,707	44,551	30,327
222	Cent. N. Y. & Wn. R. R.	62.74	27,231	37,602	65,002	60,572
223	Cent. Pa.[2] & Wn. R. R.	.31	8,821	13,922	22,860	20,965
224	Cent. R. R. of N. J.	691.82	3,450,527	9,800,129	13,570,169	8,161,033
260	Chambersb. & Gettysb. R. R.	10.00	36	1,087	1,123	970
264	Clarion Riv. Ry.	12.00	2,996	23,282	26,278	12,938
265	Clove Brh. R. R.	8.26	134	5,298	6,375	9,310
266	Con. Term. R. R.	1.00	.....	190,692	190,692	80,815
269	Cornwall R. R.	12.67	13,696	40,440	54,136	49,504
270	Cornwall & Leb. R. R.	24.89	23,824	105,062	131,968	79,004
272	Coudersp't. & Port Alleg. R. R.	22.00	16,707	42,309	59,016	30,531
278	Del. & Hud. Canal Co.	689.13	2,033,746	7,479,469	9,614,741	6,058,635
289	Adirondack Ry.	56.95	53,865	111,071	165,235	125,391
290	Del., Lack. & Wn. R. R.	771.49	4,710,419	16,156,907	21,513,632	12,262,664
292	Han. & Newpt. R. R.[3]	.....	.....	.....	.....	.....
293	Hopatcong R. R.[3]	.....	.....	.....	.....	.....
305	Sussex R. R.	29.52	46,138	38,756	86,329	77,959
306	Syr. & Baldwinsv. Ry.[3]	.....	.....	.....	.....	.....
307	Syr., Bing. & N. Y. R. R.	81.00	270,984	238,670	888,097	485,480
308	Del. Riv. R. R.	19.97	32,295	24,105	58,084	48,386
310	Del., Susq. & Schuyl. R. R.	183.37	8,391	824,966	860,034	413,804
318	Elm., Cort. & Nn. R. R.	139.43	163,343	199,371	363,375	249,727
321	Emp. & Rich. Vy. R. R.	14.50	1,094	6,007	7,101	7,374
322	Erie & Wyo. Vy. R. R.	68.55	46,500	680,156	778,720	547,097
324	Fall Brk. Ry.	239.68	216,575	1,951,494	2,173,978	1,390,764
327	Falls Ck. R. R.	3.00	.....	10,122	10,122	7,334
330	Fonda, Johnst. & Glov. R. R.	45.30	86,459	126,265	217,141	152,379
332	Genesee & Wyoming Vy. Ry.[4]	6.50	322	21,953	22,275	16,097
85	Gr. Trunk Ry.:[5]					
335	U. S. & Can. R. R.	22.18	3,486	9,527	13,013	14,273
338	Green Ridge R. R. of Md.[6]	16.00	.....	.....	.....	.....
339	Greenlick Ry.	3.80	.....	57	57	83
340	Greenwich & Johnsonv. Ry.	14.65	16,695	23,424	40,524	30,200
344	Hunters Run & Slate Belt R. R.	13.50	2,099	3,652	5,756	7,694
346	Ironton R. R.	9.00	.....	26,451	26,451	18,562
347	Island R. R.	.13	.....	51,556	53,056	26,307
351	Kanona & Prattsb. R. R.	11.44	6,641	9,466	16,363	12,304
355	Kinderhook & Hud. R. R.	16.23	16,988	18,069	35,057	18,494
357	Kinzua Vy. R. R.	10.00	239	10,398	10,637	7,637
358	Kishacoquillas Vy. R. R.	9.20	3,475	3,704	7,179	12,228
359	Lack. & Montrose R. R.	10.48	10,397	3,488	13,931	12,519

[1] Inserted to show relation of road following; report not filed.
[2] Insufficient data. Road not in operation.
[3] Not operated. Road abandoned during year.
[4] Report for eleven months ending June 30, 1894.
[5] Inserted to show relation of road following. Files no report.
[6] Private road.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.			DIVIDENDS.					
1894.	1893.	Net deductions exclusive of dividends.	1894.	1893.	Surplus from oporations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
Dollars. 83,710,448	*Dollars.* 99,864,741	*Dollars.* 69,738,379	*Dollars.* 20,965,480	*Dollars.* 21,578,151	*Dollars.* [1] 4,205,381	205,655	1,260,138	
23,204	32,405	24,384	.....	.....	[1] 1,180	22,734	38,127	163
8,061	1,302	11,946	.....	.....	[1] 3,885	.....	.....	165
19,569	20,536	1,968	17,875	19,660	[1] 274	.....	.....	168
[1] 74	207	72	.....	.....	[1] 146	.....	.....	170
1,849	[1] 2,648	19,200	.....	.....	[1] 17,351	6,068	16,490	171
18,866	4,163	93,628	.....	.....	[1] 74,762	52,877	874	173
180	[1] 1,656	3,196	.....	.....	[1] 3,016	.....	.....	174
4,056	(2)	4,767	.....	(2)	[1] 711	19,683	21,024	175
								176
[1] 8,871	[1] 4,992	668	.....	.....	[1] 9,539	14,157	10,735	197
30,060	49,649	20,875	7,266	7,266	1,919	31,417	54,126	199
4,063	20,572	4,399	.....	.....	[1] 336	.....	.....	201
91	(2)	.....	.....	(2)	91	.....	.....	202
16,565	17,267	15,858	.....	.....	707	.....	.....	203
414	1,504	232	.....	.....	182	18,322	40,314	211
78,655	(2)	59,956	.....	(2)	18,699	7,677	118,346	212
677,370	878,348	756,397	.....	225,000	[1] 79,027	48,047	12,378	218
15,374	23,932	11,189	12,807	42,690	[1] 8,622	2,484	60,888	219
14,224	20,462	6,809	.....	.....	7,415	29,753	5,738	220
4,430	6,390	15,222	.....	.....	[1] 10,792	13,337	18,267	222
1,895	(2)	31,000	.....	(2)	[1] 29,105	.....	.....	223
5,409,136	6,274,119	4,095,081	1,574,632	1,573,285	[1] 260,577	274,760	1,460,353	224
153	[1] 3,669	48	.....	.....	105	.....	.....	260
13,340	12,793	1,010	7,200	.....	5,130	4,487	.....	264
[1] 2,935	[1] 3,290	264	.....	.....	[1] 3,199	522	15,146	265
109,877	138,940	14,464	1,200	1,200	94,213	.....	550,736	266
4,632	59,265	1,440	55,709	.....	[1] 52,517	38,416	143,048	269
52,964	129,955	47,343	16,000	152,000	[1] 10,379	48,024	269,976	270
28,485	40,731	12,240	16,000	22,000	245	17,347	.....	272
3,556,106	4,173,290	3,370,852	2,100,000	2,100,000	[3] 873,284	117,193	1,147,583	278
39,844	51,751	45,052	.....	.....	[1] 5,208	28,087	62,579	289
9,250,968	9,778,191	6,731,924	1,834,000	1,834,000	685,044	306,331	2,316,490	290
.....	.....	.....	.....	.....	.....	.....	.....	292
.....	.....	.....	.....	.....	.....	.....	.....	293
8,370	16,787	21,118	.....	.....	[1] 12,748	33,382	41,302	305
.....	.....	811	.....	.....	[1] 811	.....	.....	306
402,637	432,622	178,105	200,000	200,000	24,532	119,856	242,377	307
9,698	3,506	4,987	.....	.....	4,711	84,798	38,155	308
446,230	795,001	19,929	700,000	400,000	[1] 273,699	5,058	688,156	310
113,648	143,898	84,545	.....	.....	29,103	40,962	126,296	318
[1] 273	5,677	.....	.....	.....	[1] 273	1,721	11,298	321
231,623	318,724	210,316	.....	.....	21,307	45,277	1,048,249	322
783,214	994,261	387,289	305,000	311,250	90,925	322	1,688,037	324
2,798	4,375	2,663	1,800	2,323	[1] 1,665	.....	.....	327
64,771	106,484	49,482	24,000	15,000	[1] 8,711	115,340	52,332	330
6,188	12,193	8,398	.....	.....	[1] 2,210	534	64,758	332
								85
[1] 1,260	[1] 1,794	14,020	.....	.....	[1] 15,280	4,466	53,968	335
.....	.....	.....	.....	.....	.....	.....	.....	338
[1] 26	[1] 24	.....	.....	.....	[1] 26	.....	.....	339
10,324	15,442	1,401	11,800	10,620	[1] 2,877	28,617	34,162	340
[1] 1,938	[1] 2,436	871	.....	.....	[1] 2,809	9,565	8,660	344
12,859	11,367	[4] 368	12,000	12,000	1,227	.....	17,797	346
26,749	27,745	24,707	.....	.....	2,042	.....	.....	347
4,059	5,458	10,353	.....	.....	[1] 6,294	13,570	15,307	351
16,563	(2)	37,040	.....	(2)	[1] 20,477	.....	.....	355
3,010	1,126	36	.....	.....	2,974	796	31,494	357
[1] 5,049	(2)	.....	.....	(2)	[1] 5,049	.....	.....	358
1,412	3,120	[4] 15	.....	.....	1,427	30,910	17,819	359

[1] Deficit.
[2] Report not filed.
[3] Exclusive of any charge on account of "interest of funded debt," included in column 9, or of "dividends" in column 10, such items being charged in the general accounts of the company instead of against the operations of its railways.
[4] Credit item.

GROUP II. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE.

No.	1	2	3	4	5	6
	Abbreviated name of road.	Miles of line operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings.	
			Dollars	*Dollars.*	*Dollars.*	*Dollars.*
360	L. Cham. & Moriah R. R.	7.66	214	32,190	32,404	37,538
361	Lanc., Oxf. & Sn. R. R.	20.00	5,719	7,356	13,075	14,104
362	Lebanon Spgs. R. R.	57.10	25,560	38,749	64,868	64,224
363	Lehigh & Hud. Riv. Ry.	77.20	62,663	391,941	480,857	347,727
365	Orange Co. R. R.	13.10	8,618	37,521	46,185	28,539
367	Ligonier Vy. R. R.	10.50	15,944	19,281	35,225	28,198
368	Lima & Honeoye Falls R.R.	4.46	2,850	3,289	6,292	6,304
370	Little Saw Mill Run R. R.	3.00	2,923	39,243	43,654	33,694
371	Long I. R. R.	360.15	2,823,295	1,309,228	4,143,433	2,690,084
378	Marine Ry	39.00	8,488	.....	8,488	11,261
379	N. Y. & Rkaway. B. Ry.	29.43	200,878	24,223	225,101	214,951
380	Mahoning Vy. R. R.	9.96	771	10,600	34,876	14,689
381	McKeesprt. Con. R. R.	.58	.....	25,942	25,942	20,572
384	Middlesex Vy. R. R.	21.91	10,003	15,643	25,982	19,399
386	Monongahela Con. R. R.	3.18	.....	121,021	121,021	71,161
387	Monongahela Riv. & Sts. Run R. R.	1.40	.....	1,741	1,741	1,853
389	Mont Alto R. R	17.89	13,608	9,023	22,631	21,430
391	Montrose Ry	28.00	8,265	10,874	19,139	20,642
394	Mt. Hope Mnl. R. R.	3.54	.....	13,382	13,382	7,383
395	Mt. Jew. & Smethpt. R. R	5.00	269	12,165	12,441	8,620
396	Mt. Jew., Kinzua & Ritersv. R. R.	20.60	1,086	33,791	34,877	26,990
399	Mt. Penn Gravity R. R	7.76	13,199	14	13,320	10,647
401	Newb., Dutch. & Conn. R. R.	58.84	86,750	68,799	157,952	134,803
402	N. J. & N. Y. R. R	47.90	232,669	96,685	331,887	268,858
409	N. Y. Cent. & Hud. Riv. R. R	2,408.65	16,978,139	24,104,509	42,997,558	27,949,266
423	Beech Ck. R. R	185.92	89,673	1,028,910	1,125,534	794,146
426	Wallkill Vy. R. R	37.69	53,127	85,187	139,188	96,976
428	N. Y., L. Erie & Wn. R. R. [1] [Line east of Salamanca, N. Y.]	1,106.56	4,936,109	14,967,717	20,081,977	13,281,363
457	N. Y. & Greenwood L. Ry.	54.17	252,339	129,971	383,542	342,898
460	Tioga R. R	106.35	63,095	208,706	274,981	146,849
463	N. Y., Ont. & Wn. Ry	476.77	803,991	2,997,011	3,842,120	2,824,426
468	N. Y., Phila. & Norf. R. R.	112.00	254,376	622,449	878,857	669,849
475	Nn. Adirondack R. R.	56.50	29,222	86,549	116,892	86,947
476	Oil Cy. & Ridg. Ry. & Min. Co. [2]	6.00	.....	.....	.....	.....
477	Olean, Oswayo & En. R. R. [3]	5.00	521	1,979	2,500	2,402
478	Oregon & Texas Ry	8.00	.....	4,521	4,521	6,177
479	Owasco Riv. Ry	.50	.....	7,066	7,066	7,298
572	Pennsylvania Co.: [4]					
480	Waynesb. & Wash. R. R.	28.15	33,321	20,908	54,243	38,532
481	Pennsylvania R. R	2,654.87	18,200,286	39,251,211	58,425,188	40,355,150
535	Allegh. Vy. Ry	260.30	697,860	1,354,271	2,064,219	1,283,778
536	Camden & Atl. R. R.	80.77	672,271	159,060	871,435	615,979
538	Cumb. Vy. R. R.	144.93	347,412	446,563	811,251	629,281
542	Junction R. R	3.56	.....	.....	182,869	119,062
543	Nn. Cent. Ry	372.83	1,481,892	4,447,439	6,084,403	4,270,927
549	Un. R. R. (of Balt.)	9.65	119,375	407,183	527,407	118,629
550	Phila., Wilm. & Balt. R. R.	628.69	4,780,048	4,091,532	9,074,593	6,497,486
559	Queen Anne's & Kent R. R. [5]	25.90	1,092	1,064	2,173	3,834
561	W. Jersey R. R	228.80	1,056,183	514,258	1,592,705	1,164,499
569	Phila., & Read. R. R	880.90	4,784,961	16,158,870	20,997,608	11,403,307
611	Atl. Cy. R. R	97.50	518,664	260,162	783,620	506,442
613	Camden Co. R. R.	7.30	12,790	2,838	15,628	17,761
614	Chester & Del. Riv. R. R.	5.70	.....	17,035	17,035	22,425
615	Gettysb. & Harrisb. Ry.	34.60	32,682	60,666	93,348	89,711
616	Middlet. & Hummelst. R. R.	6.60	4,285	5,134	9,383	15,881
617	N. E. Pa. R. R.	25.60	42,109	33,829	75,938	70,738
620	Perkiomen R. R.	38.50	52,644	238,133	290,777	186,639
621	Phila. & Chester Vy. R. R.	21.50	7,453	38,847	46,683	53,000
623	Port Read. R. R.	20.04	.....	225,290	225,290	167,553
624	Read. & Col. R. R.	59.00	124,585	156,999	284,170	196,238
627	Rupert & Bloomsb. R. R.	2.40	2,632	4,506	7,422	9,281

[1] See page 52, No. 428, for totals covering entire road.
[2] Not in operation.
[3] Under construction; operated by contractors.
[4] Inserted to show relation of road following.
[5] Report for period, May 13, 1894 to June 30, 1894.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.			DIVIDENDS.					
1894.	1893.	Net deductions exclusive of dividends.	1894.	1893.	Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*			
[1] 5,134	17,614	3,105	12,000	12,000	[1] 20,239	636	159,592	360
[1] 1,029	(2)	.....	.....	(2)	[1] 1,029	.....	.....	361
644	6,921	489	.....	.....	155	11,995	23,165	362
133,130	164,608	142,272	.....	.....	[1] 9,142	40,340	796,166	363
17,646	21,100	845	.....	.....	16,801	23,162	496,691	365
7,027	25,169	4,920	.....	9,600	2,107	50,303	5,767	367
[1] 12	(2)	3,235	.....	(2)	[1] 3,247	15,318	6,124	368
9,960	32,950	11,358	2,887	5,781	[1] 4,255	43,855	198,658	370
1,458,349	1,466,447	933,694	570,000	600,000	[1] 50,345	377,595	96,831	371
[1] 2,773	713	54	.....	.....	[1] 2,827	.....	.....	378
10,150	55,529	46,127	.....	.....	[1] 35,977	481,779	21,952	379
20,187	24,031	13,177	.....	.....	7,010	4,063	17,100	380
5,370	7,354	.....	20,000	.....	[1] 14,630	.....	.....	381
6,583	8,294	601	.....	.....	5,982	12,720	12,281	384
49,860	66,037	16,854	13,500	27,000	19,506	.....	.....	386
[1] 112	429	[3] 191	.....	.....	79	.....	15,864	387
1,201	4,543	7,617	.....	.....	[1] 6,416	33,943	19,406	389
[1] 1,503	2,733	211	.....	9,147	[1] 1,714	7,198	6,654	391
5,999	6,772	993	.....	8,000	5,006	.....	.....	394
3,821	[1] 1,782	[3] 165	.....	.....	3,986	1,349	53,480	395
7,887	10,820	7,928	.....	.....	[1] 41	1,026	27,339	396
2,673	[1] 1,257	4,356	.....	.....	[1] 1,683	68,531	.....	399
23,149	32,409	20,561	.....	.....	2,588	2,039,479	3,256,021	401
63,029	57,963	50,748	.....	.....	12,281	340,173	37,129	402
15,048,192	15,737,385	11,245,706	4,588,826	4,471,415	[1] 786,340	309,851	1,367,021	409
331,388	736,498	334,553	220,000	217,500	[1] 223,165	15,797	1,305,876	423
40,212	68,325	23,944	.....	.....	16,268	43,181	74,467	426
6,800,674	8,174,977	6,819,790	.....	.....	[1] 19,116	261,031	2,146,945	428
40,649	66,446	32,738	.....	.....	7,911	390,851	80,448	457
128,132	183,076	71,477	.....	.....	56,655	21,691	176,947	460
1,217,694	990,391	798,127	.....	.....	419,567	77,435	689,082	463
209,008	177,233	204,117	.....	.....	4,891	63,023	512,122	468
29,945	61,635	30,658	.....	.....	[1] 713	13,848	48,286	475
.....	.....	.....	.....	.....	.....	.....	.....	476
98	(2)	.....	.....	(2)	98	.....	.....	477
[1] 1,656	[1] 2,692	.....	.....	.....	[1] 1,656	.....	15,070	478
[1] 232	1,049	500	.....	.....	[1] 732	.....	36,650	479
.....	.....	.....	.....	.....	.....	.....	.....	872
15,711	18,005	7,337	.....	.....	8,374	28,347	10,262	480
18,070,038	20,635,755	12,402,719	6,463,370	6,972,598	[1] 796,051	281,969	2,436,816	481
780,441	1,056,952	1,183,259	.....	.....	402,818	100,636	631,228	535
255,456	162,560	163,181	85,210	.....	57,065	349,157	61,789	536
181,870	217,318	43,596	142,228	142,228	[1] 3,954	99,798	267,720	538
63,807	82,106	45,927	37,500	75,000	[1] 19,620	.....	.....	542
1,813,476	2,293,826	844,495	526,267	676,625	442,714	155,470	1,948,683	543
408,778	460,594	57,476	420,000	360,000	[1] 68,698	504,241	997,763	549
2,577,107	2,515,644	1,399,739	827,355	886,451	350,013	316,906	464,993	550
[1] 1,661	(4)	73	.....	.....	[1] 1,734	1,172	937	559
428,206	520,243	262,291	171,586	152,926	[1] 5,671	270,354	93,817	561
9,594,301	16,350,832	13,273,271	.....	.....	[1] 3,678,970	266,960	1,789,883	569
217,178	231,614	131,043	.....	.....	86,135	392,543	75,096	611
[1] 2,133	[1] 3,778	2,173	.....	.....	[1] 4,306	102,785	10,196	613
[1] 15,390	[1] 20,565	792	.....	.....	[1] 16,182	.....	157,144	614
12,637	[1] 164	32,632	.....	.....	[1] 19,995	45,560	102,562	615
[1] 6,498	[1] 4,458	75	.....	.....	[1] 6,573	25,847	17,426	616
5,205	[1] 10,573	19,401	.....	.....	[1] 14,196	89,153	30,435	617
104,138	109,217	99,561	.....	.....	4,577	46,483	646,233	620
[1] 6,317	[1] 4,483	18,392	.....	.....	[1] 24,709	13,570	78,624	621
57,737	[1] 28,923	78,357	.....	.....	[1] 20,620	.....	804,651	623
87,932	80,687	115,576	.....	.....	[1] 27,644	82,919	132,105	624
[1] 1,859	[1] 1,531	56	.....	.....	[1] 1,915	31,250	15,881	627

[1] Deficit.
[2] Report not filed.
[3] Credit item.
[4] Included in report of Philadelphia, Wilmington and Baltimore Railroad.

GROUP II. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE.

No.	1	2	3	4	5	6
	Abbreviated name of road.	Miles of line operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings.	
	Phila. & Read. R. R.—Contd.		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
628	Stony Ck. R. R.	10.30	16,722	20,655	37,377	34,990
629	Tamaqua, Haz. & Nn. R. R.	9.90	.....	12,186	12,186	11,059
630	Phila., Newt. & N. Y. R. R.	22.15	83,211	30,109	113,512	84,793
631	Phila., Read. & New Eng. R. R.	181.00	247,226	527,374	781,069	768,381
634	Port Jer., Mont. & N. Y. R. R.	41.05	26,187	26,316	52,503	43,268
635	Pough. & En. Ry	84.99	22,133	24,534	46,667	45,861
640	Reynoldsv. & Falls Ck. R. R.	14.50	.....	155,019	155,019	81,601
645	St. Mary's & S. Wn. R. R.	10.00	393	512	10,172	8,209
646	Sharpsville R. R.	20.53	8,417	4,745	11,299	12,423
647	Silver L. Ry.	6.86	8,609	12,881	21,490	12,229
648	Sinnemahoning Vy. R. R.[1]	26.23	4,964	47,993	53,087	42,068
650	Slate Run R. R.	15.00	.....	14,619	14,619	13,799
653	Staten I. Rap. Trans. R. R.	23.60	833,221	99,799	1,031,373	664,732
656	Stewartstown R. R.	7.20	3,721	11,196	14,917	10,353
661	Ulster & Del. R. R.	86.40	160,397	266,304	428,053	289,150
664	Kaaterskill R. R.	8.50	8,675	2,500	11,175	11,522
666	Stony Clove & Cats. Mtn. R. R.	14.30	30,479	15,195	45,674	26,072
673	Wellsv., Coudersp. & Pine Ck. R. R.	12.32	6,450	19,891	26,341	16,106
675	Wn. Md. R. R.	138.10	383,936	644,875	1,028,811	771,484
679	Balt. & Harrisb. Ry.	108.07	103,089	134,488	237,577	152,348
681	Berlin Brh. R. R.	7.00	1,736	4,300	6,185	5,497
683	Wn. N. Y. & Pa. R. R.	643.23	829,439	2,182,463	3,011,902	2,214,356
695	Williams Vy. R. R.	12.00	13,078	8,351	21,429	15,350
697	Wilm. & Nn. R. R.	92.30	98,048	320,527	425,281	353,165

[1] Report for period, July 1, 1898 to September 25, 1898.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.			DIVIDENDS.					
1894.	1893.	Net deductions exclusive of dividends.	1894.	1893.	Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*		
2,397	[1] 2,637	24,424	.....	.....	[1] 22,027	69,491	87,839	628
1,127	[1] 6,474	.....	.....	.....	1,127	.....	193,875	629
28,720	27,032	38,153	.....	.....	[1] 9,433	213,500	29,646	630
12,688	34,356	171,238	.....	.....	[1] 158,550	52,915	333,006	631
9,235	10,723	27,535	.....	.....	[1] 18,300	21,291	14,805	634
806	[1] 9,996	1,752	.....	.....	[1] 946	1,942	717	635
73,418	92,253	10,200	10,200	10,200	53,018	.....	.....	640
6,963	([2])	754	.....	([2])	6,209	1,124	.....	645
[1] 8,134	[1] 2,948	7,248	.....	.....	[1] 15,382	2,273	133,500	646
9,261	([2])	[3] 17,744	.....	([2])	27,005	19,180	49,319	647
10,999	[1] 8,100	637	.....	.....	10,362	6,430	64,357	648
820	891	33	.....	.....	787	.....	26,000	650
366,641	337,967	309,626	.....	.....	57,015	263,470	14,686	653
4,565	4,287	.....	3,500	3,850	1,065	.....	.....	656
138,903	140,560	112,050	.....	.....	26,853	57,271	62,861	661
[3] 347	4,819	1,309	.....	.....	[3] 1,656	13,294	1,216	664
19,602	24,055	2,251	.....	6,200	17,351	27,586	11,029	666
10,235	17,045	2,482	3,762	1,881	3,991	16,566	25,387	673
257,327	343,198	222,813	.....	.....	34,514	124,414	411,138	675
85,229	103,934	43,932	.....	1,455	41,297	51,950	80,563	679
698	227	3,034	.....	.....	[1] 2,336	5,240	7,771	681
797,546	1,199,513	1,258,941	.....	.....	[1] 461,395	48,892	593,802	683
6,079	6,211	3,315	.....	.....	2,764	498	805	695
72,116	80,991	45,403	.....	.....	26,713	38,553	252,946	697

[1] Deficit [2] Report not filed. [3] Credit item.

GROUP III. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE,

No.	1 Abbreviated name of road.	2 Miles of line operated.	3 EARNINGS. Passenger.	4 Freight.	5 Total gross, including other earnings.	6 Operating expenses.
	Total—Group III	[1] 19,663.14	*Dollars.* 51,755,599	*Dollars.* 91,320,792	*Dollars.* 145,216,848	*Dollars.* 106,830,437
699	Addyston & Ohio Riv. R. R.	7.20		24,588	24,588	23,676
700	Alliance & Nn. R. R	25.00	9,027	34,091	43,268	36,556
176	Balt. & Ohio R. R.: [2]					
709	Pittsb. & Wn. Ry.	352.00	624,633	1,681,009	2,318,679	1,662,811
714	Vy. Ry. (of Ohio.)	88.00	176,620	482,295	658,915	546,625
716	Barberton Belt Line R. R	5.87		10,419	10,419	6,126
720	Bellaire, Zanesv. & Cin. Ry.	111.75	52,526	42,933	97,044	81,457
721	Boyne Cy. & S. En. R. R.	8.00	1,521	8,389	9,910	7,656
723	Cent. Un. Depot & Ry. Co. (Cin.) [3]	1.44				
725	Chic. & S. Bend R. R	.91			11,569	4,727
727	Chic. & W. Mich. Ry	574.62	795,927	891,774	1,711,571	1,341,283
736	Cin. & Westwood R. R	5.63	15,274	1,611	16,885	20,855
737	Cin., Georget. & Ports. R. R.	42.00	49,541	18,927	69,354	61,766
738	Cin., Ham. & Day. R. R.	447.18	1,317,803	2,352,903	3,831,385	2,499,907
745	Cin., Day. & Chic. R. R.	95.70	44,155	85,025	129,631	175,336
746	Cin., Ham. & Indpls. R. R.	98.94	398,215	335,877	734,777	627,014
747	Cin., Jack. & Mack. Ry.	346.70	205,399	395,677	618,121	548,097
748	Cin., Leb. & Nn. Ry	31.05	67,810	35,276	127,339	81,947
750	Cin. N. Wn. Ry.	6.50	14,691	5,283	19,974	17,554
751	Cin., Ports. & Va. R. R.	111.50	94,355	159,527	254,756	213,503
753	Clev. & Mari. Ry.	104.70	81,386	208,693	292,763	299,062
754	Clev., Akron & Cols. Ry.	193.85	345,343	479,442	896,090	682,667
755	Clev., Cant. & Sn. R. R	210.15	214,888	401,057	619,306	615,168
758	Clev., Cin., Chic. & St. L. Ry. [4] [Line east of Terre Haute, Ind.]	1,868.11	3,950,326	6,217,264	10,372,464	7,744,850
764	Day & Un. R. R	46.95	75,021	61,166	136,926	87,912
765	Mt. Gil. S. Line Ry	2.00	2,452	1,690	4,400	5,276
767	Peoria & En. Ry. [5] [Line east of Danville, Ill.]	218.55	423,463	694,049	1,119,882	998,088
768	Clev., Lor. & Wheel. R. R.	164.30	187,801	989,743	1,182,044	852,427
769	Cols., Sdsky. & Hock. Ry. [6]	273.03	64,821	166,803	243,976	219,344
770	Cols., Shawnee & Hock. Ry. [7]	162.03	41,997	206,442	301,064	194,991
772	Crawf. & Manistee Riv. Ry.	10.00		8,884	8,884	8,297
773	Day., Leb. & Cin. R. R.	23.00	2,922	10,210	13,182	14,130
777	En. Ohio R. R	19.00	6,402	9,667	16,069	14,639
779	Ellwood Con. R. R.	.68	236	684	920	65
786	Find., Ft. Way. & Wn. R. R. [8]	60.30	3,796	5,371	9,167	12,143
787	Flint & Père Marq. R. R.	792.84	807,436	1,287,746	2,095,182	1,514,733
85	Gr. Trunk Ry.: [9]					
790	Chic. & Gr. Trunk Ry	335.27	2,199,188	1,972,848	4,175,365	3,252,589
792	Cin., Sag. & Mack. R. R.	53.00	56,887	83,513	140,400	128,668
793	Chic., Det. & Can. Gr. Trunk Jctn. Ry.	59.37	109,712	94,391	206,235	208,441
794	Det., Gr. Hav. & Milw. Ry.	189.00	493,671	511,147	1,056,891	863,451
795	Mich. Air Line Ry	105.60	43,411	129,972	175,480	138,741
796	Tol., Sag. & Musk. Ry	116.00	33,660	70,351	104,011	103,394
797	Hancock & Calumet R. R.	30.69	15,848	179,205	195,053	116,891
799	Ind. Nn. Ry. [10]	2.00			4,896	2,484
803	Iron Ry	20.75	3,023	17,133	38,077	35,051
805	Ivorydale & Mill Ck. Vy. Ry.	5.00		24,660	24,660	20,816
806	Kanawha & Mich. Ry. [11] [Line north of Ohio Riv.]	75.70	64,359	110,594	182,404	135,768

[1] Includes 378.91 miles outside the United States.
[2] Inserted to show relation of road following.
[3] Insufficient data for this table.
[4] Group figures assigned by this Office. See page 52, No. 758, for totals covering entire road.
[5] Group figures assigned by this Office. See page 52, No. 767, for totals covering entire road.
[6] Report for five and one-half months ending June 30, 1894.
[7] Report for six and one-half months ending January 15, 1894.
[8] Report for period, April 9, 1894 to June 30, 1894.
[9] Inserted to show relation of six roads following. Files no report.
[10] Switching road operated in connection with the South Bend (Ind.) Iron Works.
[11] Group figures assigned by this Office. See page 52, No. 806, for totals covering entire road.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.			DIVIDENDS.					
1894.	1893.	Net deductions exclusive of dividends.	1894.	1893.	Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
Dollars. 38,386,411	*Dollars.* 46,363,782	*Dollars.* 37,526,412	*Dollars.* 8,265,908	*Dollars.* 9,426,433	*Dollars.* [1] 7,405,909	115,305	675,422	
912	9,391	.....	.....	.....	912	.....	6,550	699
6,712	11,628	7,938	.....	.....	[1] 1,226	10,027	54,149	709
								176
655,867	527,275	928,039	.....	.....	[1] 272,172	70,818	822,438	709
112,290	97,099	28,560	.....	.....	83,730	93,001	519,919	714
4,293	[2]	4,234	.....	[2]	59	.....	.....	716
15,587	13,141	15,234	.....	.....	353	14,332	9,133	720
2,254	[2]	.....	.....	[2]	2,254	.....	.....	721
.....	.....	.....	.....	.....	.....	.....	.....	722
6,842	2,104	6,542	.....	.....	300	.....	.....	725
370,288	483,420	430,164	.....	211,296	[1] 59,876	54,872	119,059	727
[1] 3,970	[1] 250	9,739	.....	.....	[1] 13,709	.....	.....	736
7,588	16,774	16,177	.....	.....	[1] 8,589	.....	10,426	737
1,331,478	1,852,129	618,784	264,835	264,556	447,859	134,955	728,947	738
[1] 45,696	[1] 39,246	3,105	.....	.....	[1] 48,801	18,844	178,026	745
107,763	130,424	623,540	.....	.....	[1] 515,777	231,428	496,176	746
70,035	159,066	27,503	.....	.....	42,532	17,857	149,724	747
45,392	46,297	12,529	.....	.....	32,863	126,847	18,735	748
2,419	[2]	1,500	.....	[2]	919	.....	.....	750
41,253	51,144	7,450	.....	.....	33,803	33,098	142,702	751
[1] 6,299	47,151	62,695	.....	.....	[1] 68,994	2,452	268,371	753
213,423	235,756	161,567	.....	50,000	51,856	78,785	328,221	754
4,139	275,836	401,126	.....	.....	[1] 396,987	4,086	268,939	755
2,627,614	2,942,681	2,143,019	357,950	959,306	126,645	130,830	751,107	758
49,014	68,101	22,331	.....	.....	26,683	63,379	80,765	764
[1] 876	[1] 540	214	.....	.....	[1] 1,090	21,230	10,886	765
121,794	188,415	565,795	.....	.....	[3] 444,001	71,065	645,179	767
329,617	361,201	152,719	.....	.....	176,898	39,442	1,149,612	768
24,632	[2]	237,099	.....	[2]	[1] 212,467	14,057	76,021	769
106,073	299,524	182,013	.....	.....	[1] 75,940	18,605	159,060	770
587	390	149	846	.....	[1] 408	.....	35,319	772
[1] 948	[2]	524	.....	[2]	[1] 1,472	4,015	17,806	773
1,430	.....	.....	.....	.....	1,430	.....	.....	777
855	.....	.....	.....	.....	855	.....	.....	779
[1] 2,976	[1] 3,350	.....	.....	.....	[1] 2,976	1,807,446	571,757	786
580,449	757,223	563,461	.....	253,680	16,988	37,956	165,527	787
								85
922,766	844,206	1,183,811	.....	.....	[1] 261,045	442,228	1,093,745	790
11,712	46,403	87,669	.....	.....	[1] 75,957	40,725	91,443	792
[1] 42,203	2,539	74,960	43,800	43,800	[1] 160,966	93,202	196,104	793
194,440	277,852	393,167	.....	.....	[1] 198,727	97,105	220,090	794
36,739	35,972	78,796	.....	.....	[1] 42,057	10,560	147,535	795
617	10,649	79,856	.....	.....	[1] 79,239	8,048	39,353	796
78,162	51,248	21,184	17,500	8,750	39,478	13,219	253,664	797
2,412	[1] 498	.....	8,000	.....	[1] 5,588	.....	.....	799
3,026	2,839	3,351	.....	.....	[1] 325	4,283	42,898	803
3,844	14,593	.....	4,000	4,500	[1] 156	.....	.....	805
46,638	51,301	54,151	.....	.....	[1] 7,513	26,585	172,328	806

[1] Deficit.
[2] Report not filed.
[3] See items Columbus, Shawnee and Hocking Railway.

GROUP III. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE.

No.	1	2	3	4	5	6
	Abbreviated name of road.	Miles of line operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings.	
			Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
808	L. Erie & Wn. R. R.	718.56	966,202	1,939,725	3,081,323	1,787,329
809	L. Erie, Alliance & Sn. Ry.	35.80	5,869	16,374	25,539	23,120
810	L. Shore & Mich. Sn. Ry.	1,448.61	8,078,234	12,905,090	21,265,681	14,250,911
824	Lakeside & Marbleh. R. R.	7.35	3,014	26,953	29,967	19,972
827	Louisv., New Alb. & Chic. Ry.	537.11	1,318,716	1,830,141	3,152,152	1,978,939
832	Manistee & Gr. Rap. R. R. [1]	27.93	.....	34,295	34,295	19,267
837	Mason & Oceana R. R.	27.00	4,426	15,493	19,919	18,909
838	Mich. Cent. R. R	[2]1,633.52	5,938,946	8,242,517	14,250,488	10,312,160
853	Middlet. & Cin. Ry	15.00	4,414	16,689	21,178	19,465
854	Minl. Range R. R.	23.90	34,046	72,775	115,521	65,981
856	New Castle & Butler R. R	2.50	.....	5,543	5,543	7,046
409	N. Y. Cent. & Hud. Riv. R. R. [3]					
857	Dunk., Allegh. Vy. & Pittsb. R. R.	90.60	99,944	143,354	243,537	346,939
859	N. Y., Chic. & St. L. R. R.	531.13	1,541,280	4,628,981	6,180,995	5,039,985
428	N. Y., L. Erie & Wn. R. R. [4] [Line west of Salamanca, N. Y.]	598.61	1,871,492	4,348,530	6,226,767	4,845,139
867	Chic. & Erie R. R	269.56	1,148,065	1,839,004	2,990,672	2,484,689
868	Norf. & Wn. R. R. [5] [Line north of Ohio Riv.]	139.62	262,733	490,084	774,755	555,087
871	Ohio Sn. R. R	243.91	102,259	415,949	632.020	293,181
872	Pennsylvania Co.	1,213.49	5,601,119	9,932,932	15,792,486	11,052,630
886	Cin. & Musking. Vy. Ry	148.45	146,145	281,953	456,504	432,417
887	Gr. Rap. & Ind. R. R	392.10	920,510	1,524,758	2,467,334	1,942,662
891	Pittsb., Cin., Chic. & St. L. Ry	1,402.57	5,997,684	10,727,253	16,883,666	12,252,121
902	Pittsb. & L. Erie R. R.	168.53	533,691	2,763,070	3,318,272	2,311,271
906	Pittsb., Akron & Wn. R. R. [6]	165.00	26,840	58,774	86,312	92,230
907	Pittsb., Chartiers & Youghy. Ry.	17.14	13,544	106,619	120,390	95,821
908	Pittsb., Marion & Chic. Ry.	25.00	9,138	21,034	30,270	26,436
909	Pittsb., Shen. & L. Erie R. R.	183.56	181,971	279,089	476,651	311,518
917	Salem R. R.	6.92	4,922	8,514	13,436	10,889
918	Sdsky. & Cols. S. Line Ry. [7]	114.32	52,880	107,735	168,139	144,159
919	T. Haute & Indpls. R. R [8] [Line in Indiana.]	327.85	685,997	1,213,224	1,906,725	1,551,357
922	Tionesta Vy. R. R.	42.50	8,553	43,004	51,557	34,130
925	Tol. & Ohio Cent. Ry.	366.78	310,830	1,811,350	1,673,575	1,145,656
928	Tol., Ann Arb. & N. Mich. Ry.	302.73	295,155	688,443	1,029,624	864,625
929	Tol., St. L. & Kans. Cy. R. R. [9] [Line in Indiana and Ohio.]	271.23	248,016	784,794	1,032,810	886,164
930	Wabash R. R. [10] [Line east of Danville, Ill.]	637.40	1,936,772	3,008,263	5,014,709	4,284,661
938	Wheel. & L. Erie Ry.	246.98	185,096	913,339	1,152,693	907,514
940	Zanesv. & Ohio Riv. Ry.	78.02	61,550	66,817	128,367	110,167

[1] Report for year ending December 31, 1893.
[2] Includes 378.91 miles outside the United States.
[3] Inserted to show relation of road following.
[4] See page 52, No. 428, for totals covering entire road.
[5] See page 52, No. 868, for totals covering entire road.
[6] Report for period, July 29, 1893 to June 30, 1894.
[7] Report for period, July 28, 1893 to January 15, 1894.
[8] Group figures assigned by this Office. See page 52, No. 919, for totals covering entire road.
[9] Group figures assigned by this Office. See page 52, No. 929, for totals covering entire road.
[10] Group figures assigned by this Office. See page 52, No. 930, for totals covering entire road.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.			DIVIDENDS.					
1894.	1893.	Net deductions exclusive of dividends.	1894.	1893.	Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*			
1,293,994	1,655,428	830,822	592,000	592,000	[1] 1,128,828	50,490	426,307	808
2,419	7,868	2,868	.....	.....	[1] 449	2,859	31,585	809
7,014,770	7,442,420	4,001,438	3,021,340	3,021,340	[1] 8,008	207,428	1,498,550	810
9,995	17,017	9,145	.....	.....	850	2,112	16,839	824
1,173,213	1,217,137	1,095,228	57,252	.....	20,733	184,472	408,461	827
15,028	20,033	.....	.....	.....	15,028	.....	54,342	832
1,010	4,193	1,010	.....	.....	.....	3,804	4,444	837
3,938,328	4,037,963	3,036,651	1,030,602	1,030,601	[1] 128,925	152,356	748,245	838
1,713	[1] 2,299	22,755	.....	.....	[1] 21,042	10,315	32,260	853
49,590	45,431	17,347	.....	.....	32,243	36,159	35,997	854
[1] 1,503	[1] 4,749	.....	.....	.....	[1] 1,503	.....	.....	856
								409
[1] 103,402	76,905	[2] 214,506	[2] 19,500	[2]219,500	[1] 337,408	37,715	110,823	857
1,141,010	1,230,890	1,153,162	200,000	150,000	[1] 212,152	194,987	1,631,370	859
1,881,628	2,191,406	2,050,597	.....	.....	[1] 668,969	170,148	1,347,140	428
525,983	402,540	901,680	.....	.....	[1] 375,697	300,223	1,360,846	867
219,718	268,471	260,000	.....	44,290	[1] 40,282	71,513	581,868	868
338,839	413,560	310,747	.....	.....	28,092	24,679	355,144	871
4,739,856	6,435,630	5,254,070	840,000	840,000	[1] 1,354,214	192,667	1,214,703	872
24,087	76,516	158,888	.....	.....	[1] 134,801	33,300	169,798	886
524,672	848,859	852,060	.....	.....	[1] 327,988	54,962	279,892	887
4,630,545	5,306,979	4,113,268	909,312	906,389	[1] 392,035	173,046	1,115,940	891
1,007,001	1,376,609	726,107	400,000	400,000	[1] 119,106	150,483	2,405,101	902
[1] 5,918	([3])	.....	.....	([3])	[1] 5,918	.....	.....	906
24,569	56,990	34,698	.....	.....	[1] 10,129	27,315	365,383	907
8,834	7,358	24,468	.....	.....	[1] 20,634	10,922	51,561	908
165,134	140,807	167,940	.....	.....	[1] 2,806	51,521	295,687	909
2,547	1,110	954	.....	.....	1,593	2,109	6,203	917
23,980	([3])	82,807	.....	([3])	[1] 58,827	32,846	162,645	918
355,368	536,315	321,633	119,289	119,289	[1] 85,554	69,548	464,836	919
17,427	26,223	1,221	.....	.....	16,206	4,025	15,657	922
527,919	660,982	355,480	244,682	327,136	[1] 72,243	84,338	621,029	925
164,999	244,052	416,039	.....	.....	[1] 251,040	.....	26,442	928
146,646	283,938	375,212	.....	.....	[1] 228,566	36,862	663,150	929
730,048	954,509	982,460	.....	.....	[1] 252,412	142,650	830,524	930
245,179	546,039	410,644	135,000	180,000	[1] 300,465	26,179	753,968	938
18,200	6,769	129,212	.....	.....	[1] 111,012	31,107	98,933	940

[1] Deficit.
[2] "Interest on funded debt" and "dividends" paid directly to bondholders and stockholders by the New York Central and Hudson River Railroad.
[3] Report not filed.

GROUP IV. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE.

No.	1	2	3	4	5	6
	Abbreviated name of road.	Miles of line operated.	EARNINGS. Passenger.	Freight.	Total gross, including other earnings.	Operating expenses.
	Total—Group IV	10,504.95	*Dollars.* 11,449,011	*Dollars.* 27,179,888	*Dollars.* 39,842,763	*Dollars.* 26,100,758
941	Aberdeen & Rock Fish R. R.	11.50	.....	10,150	10,150	6,240
947	Atl. Coast Line Assn	1,179.64	1,395,645	2,515,297	3,950,238	2,540,493
964	Col., Newb. & Laurens R. R.	63.50	26,430	54,227	80,657	59,022
971	Cape Fear & Yad. Vy. Ry	338.68	131,202	339,318	477,524	353,240
973	Car., Knoxv. & Wn. Ry	15.00	2,779	3,556	7,090	6,006
974	Car. Midl. Ry	55.00	12,865	44,389	58,971	44,121
975	Carthage R. R	10.00	3,316	9,165	12,481	8,991
979	Charleston & Sav. Ry	126.75	300,100	311,310	611,410	472,597
980	Charleston, Cin. & Chic. R. R. [1]	172.34	39,014	85,641	126,185	105,773
981	Charleston, Sumter & Nn. R. R.	150.03	36,784	113,563	152,550	107,127
982	Cheraw & Chester N. G. R. R.	28.60	.....	.....	10,937	10,183
983	Chester & Lenoir N. G. R. R. [2]	109.00	9,145	12,634	22,184	17,706
984	Ches. & Ohio Ry. [3] [Line east of Huntington, W. Va.]	996.49	1,691,215	5,182,165	6,926,527	4,496,775
985	Danv. & Wn. R. R.	83.00	22,725	36,431	60,102	54,618
988	Egypt Ry.	8.00	155	1,156	1,372	4,451
991	Georget. & Wn. R. R	36.00	13,013	23,434	36,647	21,930
992	Glendon & Gulf R. R. [4]	.....	.....	.....	.....	.....
993	Green Pond, Walterb. & Branchv. Ry.	12.00	2,788	19,110	21,898	18,514
806	Kanawha & Mich. Ry. [5] [Line south of Ohio Riv.]	95.80	64,359	110,594	182,404	135,766
1001	Norf. & Car. R. R.	109.70	69,264	287,922	357,802	279,063
1003	Norf. & Sn. R. R.	106.61	86,120	304,730	394,417	251,102
868	Norf. & Wn. R. R. [6] [Line south of Ohio Riv.]	1,427.28	1,589,345	7,301,410	9,036,211	6,215,534
1006	Northampton & Hertford R. R. [7]	9.00	225	454	679	695
1007	Ohio Riv. R. R.	223.58	346,766	341,726	713,449	439,748
1011	Palmetto R. R. [8]	18.20	2,094	6,240	8,879	14,802
1015	Port Roy. & Aug. Ry.	112.10	54,701	233,146	287,961	263,946
1016	Port Roy. & Wn. Car. Ry.	227.20	113,723	287,844	409,762	358,174
1017	Pot., Fredsb. & Piedmont R. R.	38.00	7,681	14,184	21,865	21,094
1019	Rich. & Danv. R. R.	2,168.66	3,339,910	4,624,184	8,540,212	6,096,048
1021	Charl., Col. & Aug. R. R.	190.53	237,741	403,158	656,629	533,154
1025	Col. & Greenv. R. R.	228.90	153,739	403,400	562,786	389,967
1047	Rich., Fredsb. & Pot. R. R.	85.04	369,252	304,267	673,519	443,158
1054	Seaboard & Roanoke R. R.	113.60	105,002	551,171	730,701	542,903
1056	Car. Cent. R. R.	267.00	141,841	344,261	490,289	385,281
1059	Ral. & Gaston R. R.	107.00	110,575	330,846	507,782	401,194
1061	Durham & Nn. Ry.	42.20	11,008	40,265	53,081	43,744
1062	Ga., Car. & Nn. Ry.	277.30	189,996	419,112	613,482	711,733
1064	Ral. & Aug. Air Line R. R.	119.27	66,016	265,457	350,901	313,465
1066	S. Atl. & Ohio R. R.	71.09	33,783	58,333	102,482	85,753
1068	S. C. Ry [9]	268.83	282,146	823,546	1,113,320	899,128
1069	S. C. & Ga. R. R. [9]	268.83	88,834	82,621	123,294	103,600
1070	Suffolk & Car. Ry.	39.00	6,898	33,304	45,175	33,105
1071	Suffolk Lum. Co.'s R. R. [10]	27.00	768	1,626	2,394	13,014
1076	Vy. R. R. (of Va.)	62.00	55,824	56,015	111,839	95,390
1079	W. Va. & Pittsb. R. R.	159.38	131,194	231,702	387,949	177,611
1080	W. Va. Cent. & Pittsb. Ry.	151.64	122,461	469,080	672,230	396,792
1083	Wilm., Newb. & Norfolk Ry.	87.25	28,405	41,574	72,771	57,070
1086	Winifrede R. R	7.43	2,164	46,190	49,575	25,373

[1] Report for nine months ending June 30, 1894.
[2] Report for period, March 10, 1894 to June 30, 1894.
[3] Group figures assigned by this Office. See page 52, No. 984, for totals covering entire road.
[4] Insufficient data for this table.
[5] Group figures assigned by this Office. See page 52, No. 806, for totals covering entire road.
[6] See page 52, No. 868, for totals covering entire road.
[7] Report for period, January 17, 1894 to June 30, 1894.
[8] Report for period, July 1, 1893 to May 12, 1894.
[9] Report for period, May 13 to June 30, 1894.
[10] Report for nine months ending March 31, 1894.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.			DIVIDENDS.					
1894.	1893.	Net deductions exclusive of dividends.	1894.	1893.	Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
Dollars. 11,742,005	*Dollars.* 13,085,632	*Dollars.* 13,567,087	*Dollars.* 683,695	*Dollars.* 1,299,122	*Dollars.* [1] 2,508,727	35,847	41,068	
3,810	[2]	843	.....	[2]	2,967	.....	.....	941
1,409,745	1,497,738	1,004,470	318,400	445,321	86,875	32,848	126,650	947
21,635	1,510	51,392	.....	.....	[1] 29,757	.....	.....	964
124,284	195,445	116,014	.....	.....	8,270	14,240	75,212	971
992	[1] 1,992	388	.....	.....	604	.....	.....	973
14,850	8,072	17,986	.....	.....	[1] 3,136	5,403	9,314	974
3,490	1,090	1,793	.....	.....	1,697	.....	.....	975
138,813	155,370	155,551	.....	.....	[1] 16,738	85,522	217,186	979
22,413	[1] 30,304	11,966	.....	.....	10,447	9,259	21,975	980
[1] 14,577	[1] 1,981	158,660	.....	.....	[1] 173,237	7,095	34,966	981
754	[3]	.....	.....	3,344	754	.....	.....	982
4,476	[2]	14	.....	5,228	4,462	.....	.....	983
2,429,752	2,543,040	2,443,442	.....	.....	[1] 13,690	74,208	1,088,787	984
5,486	3,086	59,488	.....	.....	[1] 54,002	9,336	5,781	985
[1] 3,079	[2]	6,480	.....	[2]	[1] 9,559	.....	.....	988
14,717	17,975	11,816	.....	.....	2,901	13,764	17,454	991
.....	.....	.....	.....	.....	.....	.....	.....	992
3,384	4,648	[4] 562	.....	3,000	3,946	6,189	30,959	993
46,638	51,301	54,150	.....	.....	[1] 7,512	25,585	172,328	806
78,740	83,450	81,470	.....	.....	[1] 2,730	19,574	187,933	1001
143,315	145,091	44,400	80,000	80,000	18,915	20,845	127,799	1003
2,820,377	2,942,485	3,122,778	.....	385,710	[1] 302,401	37,393	1,096,584	868
[1] 16	[2]	2,600	.....	[2]	[1] 2,616	.....	.....	1006
283,703	355,995	299,459	.....	.....	[1] 15,756	51,529	198,719	1007
[1] 5,923	[1] 1,914	590	12,000	12,000	[1] 18,513	1,803	.....	1011
24,015	[5] 3,882	10,860	.....	.....	[1] 13,155	22,134	210,650	1015
51,588	[2]	178,034	.....	[2]	126,446	14,490	44,398	1016
771	12,410	12,539	.....	.....	[1] 11,768	4,738	9,035	1017
2,444,164	3,333,553	3,286,921	.....	.....	[1] 842,757	45,983	188,138	1019
123,475	.....	236,879	.....	.....	[1]113,404	38,151	118,550	1021
172,799	[6]	203,888	.....	.....	[1] 31,089	23,124	69,051	1025
230,363	284,660	49,316	180,498	191,688	549	139,804	355,684	1047
187,738	225,612	251,315	17,094	70,029	[1] 80,671	28,374	335,529	1054
105,008	106,673	424,444	.....	.....	[1] 319,436	15,238	54,098	1056
106,588	149,064	239,018	.....	30,000	[1] 132,430	35,517	65,686	1059
9,337	20,986	12,636	8,703	5,802	[1] 12,002	86,565	288,630	1061
[1] 98,251	[1] 102,404	[4] 98,251	.....	.....	.....	24,697	87,983	1062
32,436	66,708	60,100	.....	.....	[1] 27,664	19,213	143,329	1064
16,780	38,657	128,271	.....	.....	[1] 111,541	.....	.....	1066
214,192	408,589	398,722	.....	.....	[1] 184,530	43,147	258,056	1068
19,694	[7]	42,571	.....	.....	[1] 22,877	9,188	34,984	1069
12,079	26,518	9,057	.....	.....	3,013	5,423	16,689	1070
[1] 10,620	1,181	.....	.....	.....	[1] 10,620	.....	.....	1071
16,449	1,568	45,484	.....	.....	[1] 29,035	.....	.....	1076
219,338	214,185	228,416	.....	.....	[1] 18,078	18,751	56,967	1079
285,438	295,206	196,862	55,000	55,000	33,576	241,385	434,920	1080
15,701	9,524	2,038	.....	.....	13,663	15,222	13,821	1083
24,203	19,025	2,734	12,000	12,000	9,469	1,058	240,585	1086

[1] Deficit.
[2] Report not filed.
[3] Operated under lease by the Richmond and Danville Railroad.
[4] Credit item.
[5] Figures cover two months ending June 30, 1893.
[6] Operated under lease by the Richmond and Danville Railroad.
[7] See item of South Carolina Railway.

GROUP V. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE,

No.	1 Abbreviated name of road.	2 Miles of line operated.	3 EARNINGS. Passenger.	4 EARNINGS. Freight.	5 EARNINGS. Total gross, including other earnings.	6 Operating expenses.
	Total—Group V	12,884.42	*Dollars.* 16,679,391	*Dollars.* 41,485,496	*Dollars.* 59,814,093	*Dollars.* 40,411,664
1089	Ala. & Vicksb. Ry	143.39	192,006	364,471	565,307	414,259
1090	Ala. Gt. So. R. R	344.44	448,952	1,060,266	1,558,926	1,053,460
1091	Ala. Midl. Ry	207.72	155,858	374,004	547,954	503,232
1093	Altamont & Manchester R. R.	3.50	.....	1,000	1,000	2,200
1098	Atlanta & W. Pt. R. R	86.20	216,333	263,831	483,339	287,843
1099	Augusta Southern R. R.	.82	26,321	41,520	68,093	63,950
1102	Birm. & Atl. R. R.	32.90	5,237	16,631	21,935	19,856
1104	Birm., Selma & N. O. Ry	21.00	6,702	11,963	18,265	18,218
1105	Birm., Sheff. & Tenn. Riv. Ry	119.01	23,232	76,485	100,354	97,868
1106	Blue Ridge & Atl. R. R.	21.00	6,131	4,823	11,393	14,523
1125	Chat. Sn. Ry	94.39	15,750	45,517	61,428	66,094
1127	Ches. & Nashv. Ry	35.87	8,664	50,849	39,603	29,313
984	Ches. & Ohio Ry.[1] [Line west of Huntington, W. Va.]	366.96	657,695	1,448,036	2,120,581	1,416,922
1129	Chickamauga & Durham R. R.	17.34	131	47,953	48,084	28,421
1132	Cin., N. O. & Tex. Pac. Ry.	338.26	1,055,166	2,500,632	3,570,734	2,533,152
1135	Cols. Sn. Ry	87.78	28,928	61,451	90,644	75,219
1138	Dover & Statesboro R. R.[2]	10.00	1,996	5,916	7,912	4,765
1140	E. & W. R. R. of Ala.	116.70	26,804	52,475	86,303	82,779
1141	E. Tenn. & Wn. N. C. R. R.	31.00	10,122	27,816	37,938	31,842
1142	E. Tenn., Va. & Ga. Ry.	1,265.00	1,352,103	3,528,248	4,964,612	3,378,072
1144	Knoxv. & Ohio R. R.	65.30	76,603	310,828	388,170	283,569
1145	Louisv. Sn. R. R.	130.18	164,875	430,625	608,494	530,339
1146	Memph. & Charleston R. R.	330.00	437,142	799,219	1,267,565	1,018,106
1147	En. Ky. Ry	36.00	9,301	30,738	40,936	37,007
1154	Gadsden & Attalla Un. Ry	11.75	8,141	.....	8,141	3,239
1156	Georgia R. R.	307.00	435,713	918,085	1,388,906	871,340
1158	Gainesv., Jeff. & Sn. R. R.	65.00	15,858	28,513	44,478	57,193
1159	Un. Pt. & White Plains R. R.	13.50	1,894	4,201	6,095	8,097
1161	Ga. Midl. & Gulf R. R.	99.60	62,722	99,098	164,131	129,411
1162	Ga. Sn. & Fla. R. R.	285.00	284,449	523,368	831,052	650,166
1167	Gulf & Chic. R. R.	62.50	12,094	33,338	45,432	38,758
1171	Hartwell R. R.	10.10	2,508	7,737	10,245	6,154
1173	Ill. Cent. R. R.[3] [Line south of Cairo, Ill.]	894.41	1,304,533	4,052,093	5,616,114	3,929,534
1176	Yazoo & Miss. Vy. R. R.	807.27	902,356	2,341,666	3,337,838	2,279,349
1178	Jacksonv. & Atl. Ry	16.25	11,219	3,378	14,731	14,532
1586	Kans. Cy., Ft. Scott & Memph. R. R.[4]					
1186	Kans. Cy., Memph. & Birm. R. R.	276.57	295,546	763,803	1,077,847	850,798
1190	Ky. Un. Ry	97.34	52,931	125,214	182,483	148,747
1194	Knoxv., Cumb. Gap & Louisv. R. R.	81.80	32,411	82,572	125,514	154,201
1197	Louisv. & Nashv. R. R.[5] [Line south of Ohio Riv.]	2,940.28	5,369,216	12,321,410	18,079,768	11,418,984
1212	Hend. Brg. Co	10.06	61,870	192,752	254,622	13,103
1213	Newpt. & Cin. Brg. Co	.73	.....	.....	125,645	11,564
1215	Louisv. Brg. Co	2.80	50,259	333,633	412,308	128,652
1217	Macon, Dublin & Sav. R. R.	54.00	21,017	32,303	55,114	34,800
1221	Middle Ga. & Atl. Ry	.65	14,610	21,127	35,737	27,794
1227	Mobile & Birm. Ry	163.00	83,199	199,800	282,999	277,791
1228	Mobile & Ohio R. R.[6] [Line south of Cairo, Ill.]	527.00	412,413	1,740,067	2,201,938	1,389,135
1231	Nashv. & Knoxv. R. R.	86.80	25,888	48,701	74,589	44,854

[1] Group figures assigned by this Office. See page 52, No. 984, for totals covering entire road.
[2] Report for period, December 20, 1893 to June 30, 1894.
[3] See page 52, No. 1173, for totals covering entire road.
[4] Inserted to show relation of road following.
[5] Group figures assigned by this Office. See page 52. No. 1197, for totals covering entire road.
[6] See page 52, No. 1228, for totals covering entire road.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.		Net deductions exclusive of dividends.	DIVIDENDS.		Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
1894.	1893.		1894.	1893.				
Dollars. 19,402,429	*Dollars.* 19,626,841	*Dollars.* 20,328,052	*Dollars.* 563,331	*Dollars.* 3,042,137	*Dollars.* [1]1,488,954	43,893	360,438	
151,048	129,877	145,701	.....	21,000	5,347	38,944	1,930	1089
505,486	402,094	368,717	.....	96,107	136,749	53,146	451,584	1090
44,722	[1] 52,093	254,288	.....	.....	[1] 209,566	24,753	139,031	1091
[1] 1,200	(2)	.....	.....	(2)	[1] 1,200	.....	.....	1093
195,496	145,976	79,937	73,932	73,932	41,627	72,621	175,587	1098
4,143	.....	.....	.....	.....	4,143	.....	.....	1099
2,079	4,267	26,438	.....	.....	[1] 24,359	3,270	10,508	1102
47	[1] 6,337	1,022	.....	.....	[1]975	254,142	175,917	1104
2,486	58,379	156,249	.....	.....	[1] 153,763	2,900,088	670,728,519	1105
[1] 3,130	(2)	.....	.....	(2)	[1] 3,130	.....	.....	1106
[1] 4,666	1,657	95,143	.....	.....	[1] 99,809	.....	.....	1125
10,290	13,388	3,392	.....	.....	6,898	6,354	26,539	1127
703,659	746,736	675,908	.....	.....	27,751	86,363	825,640	984
19,663	(2)	4,008	.....	(2)	15,655	.....	.....	1129
1,037,582	1,122,616	1,209,875	.....	.....	[1] 172,293	115,087	983,613	1132
15,425	8,577	69,897	.....	.....	[1] 54,472	15,508	5,090	1135
3,147	.....	1,800	.....	.....	1,347	.....	.....	1138
3,524	5,915	3,394	.....	.....	130	5,646	.....	1140
6,096	7,186	18,864	.....	.....	[1] 12,768	6,811	16,304	1141
1,586,540	1,714,546	2,284,562	.....	.....	[1] 698,022	36,849	345,078	1142
104,601	155,892	120,280	.....	.....	[1] 15,679	35,155	537,619	1144
78,155	206,457	282,713	.....	.....	[1] 204,558	41,759	320,423	1145
249,459	342,634	484,650	.....	.....	[1] 235,191	45,036	303,798	1146
3,929	7,506	6,791	.....	.....	[1] 2,862	6,224	19,189	1147
4,902	3,100	.....	.....	.....	4,902	.....	.....	1154
517,566	424,656	527,613	.....	.....	[1] 10,047	47,123	252,418	1156
[1] 12,715	[1] 1,382	26,806	.....	.....	[1] 39,521	6,322	10,797	1158
[1] 2,002	[1] 2,166	4,451	.....	.....	[1] 6,453	3,143	3,726	1159
34,720	26,736	76,888	.....	.....	[1] 42,168	17,808	90,096	1161
180,886	176,969	283,139	.....	.....	[1] 102,253	30,804	133,668	1162
6,674	7,739	1,920	4,000	5,200	754	5,920	2,760	1167
4,091	589	.....	.....	.....	4,091	.....	.....	1171
1,686,580	1,163,869	1,841,810	.....	.....	[1] 155,230	52,661	483,701	1173
1,058,489	777,003	1,077,760	.....	.....	[1] 19,271	37,649	318,070	1176
199	(2)	3,388	.....	(2)	[1] 3,189	38,249	14,512	1178
								1586
227,049	220,722	319,728	.....	.....	[1] 92,679	38,800	303,373	1186
33,736	66,075	28,455	.....	.....	5,281	.....	.....	1190
[1] 28,687	[1] 20,194	123,677	.....	.....	[1] 152,364	11,608	96,513	1194
6,660,784	7,549,539	5,333,354	.....	2,112,000	1,327,430	61,637	476,971	1197
241,520	256,342	180,765	50,000	50,000	10,755	103,191	827,432	1212
114,081	117,809	83,941	.....	.....	30,140	.....	.....	1213
283,656	327,464	.....	120,000	120,000	163,656	.....	.....	1215
20,314	(2)	3,908	.....	(2)	16,406	12,414	14,266	1217
7,943	(2)	2,594	.....	(2)	5,349	.....	.....	1221
5,208	[1] 43,366	31,310	.....	.....	[1] 26,102	14,166	125,499	1227
312,803	689,874	889,038	.....	.....	[1] 76,235	26,241	385,301	1228
29,735	34,263	68,100	.....	.....	[1] 38,365	8,725	11,485	1231

[1] Deficit.
[2] Report not filed.

GROUP V. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE,

No.	1	2	3	4	5	6
	Abbreviated name of road.	Miles of line operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings.	
			Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1232	Nashv., Chatt. & St. L. Ry....	334.09	1,235,876	3,094,072	4,492,075	2,656,574
1235	N. O. & N. En. R. R.....	195.90	275,668	1,000,614	1,290,994	1,027,149
1243	Oconee & Wn. R. R.....	40.00	7,088	22,532	29,620	24,942
1251	Ports. & Tygart Vy. R. R.....	6.25	.....	3,465	3,465	4,118
1019	Rich. & Danv. R. R.:[1]					
1258	Ga. Pac. Ry.....	554.49	445,486	1,321,764	1,902,624	1,442,398
1259	N. En. R. R	39.04	11,748	26,746	38,494	27,852
1265	Salt Spgs. & Bowden Lithia R. R.	1.38	500	.....	500	1,100
1267	Sav., Amer. & Montg. Ry.....	299.50	86,001	318,627	438,020	402,859
1279	Talbotton R. R.....	7.00	2,656	7,389	10,045	4,813
1285	Tuskegee R. R.....	5.50	4,103	6,804	10,937	5,527
1288	Wn. Ry. of Ala.....	133.10	223,786	275,327	512,022	334,828

[1] Inserted to show relation of two roads following.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.			DIVIDENDS.					
1894.	1893.	Net deductions exclusive of dividends.	1894.	1893.	Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*			
1,835,201	1,976,979	1,436,707	249,999	499,998	148,495	45,563	335,547	1232
263,845	262,604	408,443	.....	.....	[1] 144,598	56,963	568,453	1235
4,678	.....	9,000	.....	.....	[1] 4,322	.....	.....	1243
[1] 653	(2)	.....	.....	(2)	[1] 653	.....	.....	1251
								1019
460,225	357,415	813,581	.....	.....	[1] 353,356	25,536	319,002	1258
10,642	(2)	18,200	.....	.....	[1] 7,558	6,799	24,859	1259
[1] 600	.....	.....	.....	.....	[1] 600	.....	.....	1265
35,161	88,970	303,862	.....	.....	[1] 268,701	9,292	70,619	1267
5,233	3,972	2,362	.....	.....	2,871	.....	.....	1279
5,410	4,839	396	5,400	3,900	[1] 386	7,462	5,577	1285
177,194	141,088	133,227	60,000	60,000	[1] 16,033	45,575	121,612	1288

[1] Deficit.
[2] Report not filed.
[3] Operated under lease by the Richmond and Danville Railroad.

GROUP VI. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE

No.	1 Abbreviated name of road.	2 Miles of line operated.	3 EARNINGS. Passenger.	4 EARNINGS. Freight.	5 EARNINGS. Total gross, including other earnings.	6 Operating expenses.
	Total, Group VI	[1] 39,136.22	*Dollars.* 64,291,319	*Dollars.* 138,530,184	*Dollars.* 207,891,402	*Dollars.* 131,598,611
1292	Abbotsf. & N. En. R. R.	15.16	1,438	13,151	14,589	8,602
1293	Ahnapee & Wn. Ry	14.00	4,975	3,633	8,608	3,149
1294	Ames & College Ry	1.98	4,447	907	5,573	3,857
1296	Belt. Ry. of Chic.	21.31	.....	521,203	521,203	367,479
1297	Black H. & Ft. Pierre R. R.	40.89	6,737	146,214	152,967	119,947
1299	Burl. & N. Wn. Ry	52.50	19,682	39,522	59,204	43,346
1300	Burl. & Wn. Ry.	70.70	22,025	42,844	64,869	74,642
1301	Burl., Cedar Rap. & Nn. Ry.	1,134.29	1,116,441	2,982,464	4,103,105	2,734,584
1307	Calumet & Blue I. Ry.	36.50	.....	463,817	463,817	250,506
1309	Cherry Vy. R. R.	6.00	.....	.....	.....	.....
1310	Chic. & Alt. R. R.	843.35	3,219,085	4,122,639	7,373,262	4,122,734
1316	Chic. & Calumet Term. Ry. [2]	57.13	.....	.....	235,543	167,635
1317	Chic. & En. Ill. R. R.	516.30	1,165,440	2,693,272	3,907,474	2,250,299
1322	Chic. & Kenosha Ry.	4.50	.....	.....	1,287	4,359
1323	Chic. & N. Wn. Ry.	5,030.78	10,339,981	21,223,513	31,680,910	19,927,064
1327	Sioux Cy. & Pac. R. R.	107.42	246,757	228,454	493,221	310,661
1328	Chic. & S. En. Ry.	13.65	.....	.....	4,002	6,687
1329	Chic. & Tex. R. R.	61.70	21,884	125,695	166,301	119,058
1330	Chic., Burl. & Kans. Cy. Ry.	221.16	113,010	235,101	351,582	268,320
1331	Chic., Burl. & Nn. R. R. of Wis. and Minn.	372.25	535,209	1,434,171	1,992,917	1,478,496
1333	Chic., Burl. & Quin. R. R. [3] [Line east of Missouri Riv.]	2,216.76	6,410,238	10,966,676	17,992,765	10,533,128
1335	Kans. Cy., St. Jos. & Coun. Bluffs R. R.	310.13	630,335	1,199,503	1,985,372	1,075,722
1337	Chic., Ft. Mad. & Des. M. Ry.	71.00	27,105	61,779	88,884	54,689
1338	Chic. Gt. Wn. Ry.	922.45	1,177,220	2,763,230	3,961,000	3,183,373
1342	Chic., Milw. & St. P. Ry.	6,185.98	9,597,047	21,671,035	31,515,624	19,102,928
1344	Chic., Rock I. & Pac. Ry. [4] [Line east of Missouri Riv.]	1,591.66	4,923,894	8,723,734	13,949,812	9,210,270
1348	Chic., St. P., Minneap. & Om. Ry. [5] [Line east of Missouri Riv.]	1,217.66	2,029,758	5,171,062	7,261,246	4,678,496
1351	Chippewa Riv. & Menomonie Ry.	32.50	796	59,667	60,463	53,186
758	Clev., Cin., Chic. & St. L. Ry. [6] [Line west of Terre Haute, Ind.]	482.23	957,521	1,649,703	2,661,586	1,894,908
1352	Kank. & Seneca R. R.	42.08	13,694	53,562	79,714	134,117
767	Peoria & En. Ry. [7] [Line west of Danville, Ill.]	131.86	174,987	313,864	489,923	396,279
1354	Crooked Ck. R. R. & Coal Co.	23.27	1,631	9,378	11,009	13,331
1356	Des M. & Kans. Cy. Ry.	112.00	58,544	42,890	102,879	95,262
1357	Des M. Nn. & Wn. Ry.	151.00	115,510	235,259	352,178	251,101
1358	Des M. Un. Ry. [8]	2.70	.....	.....	.....	.....
1359	Drummond & S. Wn. R. R.	9.25	.....	10,480	10,480	6,931
1360	Duluth & Iron Range R. R.	162.42	100,123	1,231,832	1,339,157	543,184
1361	Duluth & Winnipeg R. R.	123.31	64,476	97,286	163,600	109,565
1364	Duluth, Missabe & Nn. Ry.	128.03	38,776	702,198	743,805	453,461
1366	Duluth, Red Wing & Sn. R. R.	28.00	21,825	47,642	69,467	48,621
1367	Duluth, S. Shore & Atl. Ry.	593.44	519,916	1,238,245	1,772,149	1,262,754
1370	E. St. L. Con. Ry.	7.89	.....	.....	134,670	113,231
1371	Elgin, Joliet & En. Ry.	185.11	21,007	990,048	1,020,326	657,065
780	Evansv. & T. Haute R. R. [9]					
1372	Peoria, Dec. & Evansv. Ry.	331.73	226,984	579,309	836,482	533,576
1375	Fulton Co. N. G. Ry.	61.00	20,316	23,974	44,290	43,902

[1] Includes 263.71 miles outside the United States.
[2] Switching road.
[3] See page 52, No. 1333, for totals covering entire road.
[4] See page 52, No. 1344, for totals covering entire road.
[5] Group figures assigned by this Office. See page 52, No. 1348, for totals covering entire road.
[6] Group figures assigned by this Office. See page 52, No. 758, for totals covering entire road.
[7] Group figures assigned by this Office. See page 52, No. 767, for totals covering entire road.
[8] Insufficient data for this table.
[9] Inserted to show relation of road following.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.			DIVIDENDS.					
1894.	1893.	Net deductions exclusive of dividends.	1894.	1893.	Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
Dollars. 76,292,791	*Dollars.* 82,083,786	*Dollars.* 54,714,655	*Dollars.* 18,458,682	*Dollars.* 17,986,692	*Dollars.* 3,119,454	65,942	372,136	
5,987	9,733	6,796	.....	.....	[1] 809	1,068	12,990	1292
459	.....	12,320	.....	.....	[1] 11,861	.....	.....	1293
1,716	.....	.....	.....	.....	1,716	70,989	.....	1294
153,724	245,926	196,141	.....	72,000	[1] 42,417	.....	.....	1296
33,020	53,866	5,816	.....	.....	27,204	2,491	49,742	1297
15,858	21,518	22,820	.....	.....	[1] 6,962	.....	.....	1298
[1] 9,773	[1] 8,100	42,106	.....	.....	[1] 51,879	.....	.....	1300
1,368,521	1,166,209	920,961	165,000	82,500	282,560	32,886	220,496	1301
213,309	31,864	222,806	.....	.....	[1] 9,497	.....	939,991	1307
.....	.....	.....	.....	.....	.....	.....	.....	1309
3,250,538	3,158,096	1,255,735	1,631,418	1,494,950	363,385	1,918	5,017	1310
67,908	42,935	311,536	.....	.....	[1] 243,628	.....	.....	1316
1,657,175	1,655,881	1,262,627	286,914	283,986	107,634	134,945	814,418	1317
[1] 3,072	9,933	6,355	.....	.....	[1] 9,427	.....	.....	1322
11,753,846	11,426,891	7,841,242	3,906,594	3,906,562	6,010	93,996	400,026	1323
182,560	157,671	210,200	11,830	11,830	[1] 39,470	69,722	165,712	1327
[1] 2,685	538	12,986	.....	.....	[1] 15,671	.....	.....	1328
47,243	.....	52,965	.....	.....	[1] 5,722	11,440	151,653	1329
83,262	63,409	69,285	.....	.....	13,977	13,834	82,392	1330
514,421	785,956	765,955	.....	.....	[1] 251,534	61,491	534,080	1331
7,459,639	7,086,403	[2] 2,755,714	[2]1,606,433	[2] 1,496,763	[2] 3,097,492	121,451	632,098	1333
909,650	927,259	458,595	455,266	363,161	[1] 4,211	69,114	309,542	1335
34,195	9,797	69,375	.....	.....	[1] 35,180	10,007	19,119	1337
777,627	779,298	390,520	379,080	379,080	8,027	47,309	363,867	1338
12,412,696	12,545,267	8,697,962	3,647,521	3,589,666	67,213	54,500	335,900	1342
4,739,542	4,467,065	[2]2,414,416	[2]756,586	[2]756,586	[2] 1,568,540	140,261	585,170	1344
2,582,748	2,523,896	1,261,541	640,703	640,703	680,504	57,494	371,951	1348
8,297	19,102	[2] 2,081	.....	.....	10,378	881	44,861	1351
856,683	968,787	833,310	142,050	380,694	[1] 118,677	81,201	381,069	758
[1] 54,403	7,125	51,109	.....	.....	[1] 105,512	8,066	222,160	1352
93,644	123,723	345,465	.....	.....	[1] 251,821	43,919	325,756	767
[1] 2,822	[1] 6,979	1,716	.....	.....	[1] 4,038	.....	.....	1354
7,617	10,553	4,731	.....	.....	2,886	19,219	687	1356
101,072	96,347	123,781	.....	.....	[1] 22,709	27,976	50,314	1357
.....	.....	.....	.....	.....	.....	.....	.....	1358
3,549	(4)	.....	.....	(4)	3,549	.....	.....	1359
795,973	863,240	497,663	.....	.....	298,310	18,149	656,929	1360
54,035	96,432	13,390	.....	.....	40,645	13,717	46,820	1361
310,344	74,140	316	.....	.....	310,028	7,954	545,684	1364
20,846	28,454	15,315	.....	.....	5,531	22,635	54,253	1366
509,395	700,389	896,719	.....	.....	[1] 387,324	26,350	144,872	1367
22,439	13,728	43,830	.....	.....	[1] 21,391	.....	.....	1370
363,261	285,409	364,048	.....	.....	[1]787	2,842	745,414	1371
.....	.....	.....	.....	.....	.....	.....	.....	780
302,906	346,171	346,718	.....	.....	[1] 543,312	24,295	161,875	1372
988	[1] 1,825	36,146	.....	.....	[1] 35,158	11,705	33,456	1375

[1] Deficit.
[2] Group figures partly assigned by this Office.
[3] Credit item.
[4] Report not filed.

GROUP VI. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE.

No.	1	2	3	4	5	6
	Abbreviated name of road.	Miles of line operated.	EARNINGS. Passenger.	EARNINGS. Freight.	EARNINGS. Total gross, including other earnings.	Operating expenses.
			Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1378	Gt. Nn. Ry. [1] [Line east of Minot, N. Dak.]	2,338.39	1,812,224	6,775,360	8,777,785	4,104,309
1380	St. P., Minneap. & Manit. Ry.: [2]					
1381	Duluth, Watert. & Pac. Ry.	69.84	6,047	30,493	36,568	26,975
1382	Willmar & Sioux Falls Ry.	205.25	97,519	492,206	590,001	228,005
1383	Mn. Ry. Co. of Minn	182.36	80,916	1,183,302	1,289,623	578,846
1384	Duluth Term. Ry.	1.78	.....	.....	17,582	14,116
1385	Goodyear, Neillsv. & Nn. R. R.	15.00	.....	17,633	17,633	7,977
1386	Green Bay, Win. & St. P. R. R.	225.00	109,507	285,454	396,538	335,103
1388	Kewaunee, Green Bay & Wn. R. R.	34.91	14,907	54,678	69,628	37,319
1389	Hann. & St. Jos. R. R.	29.53	871,443	1,552,453	2,805,193	1,673,262
1392	Humeston & Shen. R. R.	112.53	40,810	83,190	124,582	111,934
1173	Ill. Cent. R. R. [3] [Line north of Cairo, Ill.]	1,993.89	6,010,307	8,221,567	14,948,392	9,272,165
1402	Ind., Ill. & Io. R. R.	209.02	18,871	732,661	752,908	607,096
1404	Io. Cent. Ry.	497.60	352,470	1,457,568	1,811,567	1,212,089
1407	Albia & Centerv. Ry.	24.10	4,077	32,941	37,018	30,144
1408	Io. Nn. Ry.	6.93	2,064	20,340	22,404	14,803
1409	Jacksonv. S. En. Line	314.90	263,505	694,047	968,214	861,504
1414	Joliet & Blue I. Ry.	19.00	.....	55,156	55,156	24,888
1416	Keokuk & Ham. Brg. Co.	2.00	5,154	25,676	45,663	11,662
1417	Keokuk & Wn. R. R.	147.97	113,666	229,666	382,444	256,438
1418	Kickapoo Vy. & Nn. Ry.	34.00	5,649	10,125	15,774	18,466
1420	L. Sup. Term. & Tr. Ry.	15.20	246	.....	84,605	75,000
1421	La Salle & Bureau Co. R. R.	6.35	.....	.....	6,200	4,989
1197	Louisv. & Nashv. R. R. [4] [Line north of Ohio Riv.]	208.74	337,422	740,617	1,151,429	667,155
1424	Mason Cy. & Ft. Dodge R. R.	92.00	37,281	96,511	133,792	101,468
1426	Milw. & Sup. Ry.	15.10	2,214	18,709	20,975	15,687
1427	Milw., Bay V. & Chic. R. R.	12.00	.....	.....	29,094	26,857
1430	Minneap. & St. L. Ry.	367.70	438,229	1,250,508	1,831,346	1,058,953
1431	Wis., Minn. & Pac. Ry.	216.60	75,669	183,868	263,197	245,563
1432	Minneap. En. Ry.	1.13	.....	.....	42,222	18,509
1433	Minneap., St. P. & S. S. Marie Ry.	1,188.71	672,704	2,218,984	2,907,963	2,268,723
1434	Minn. & Wis. Ry.	26.00	3,086	19,352	22,438	10,420
1435	Minn. Belt Line Ry. & Tr. Co.	21.60	1,632	17,413	19,270	25,271
1228	Mobile & Ohio R. R. [5] [Line north of Cairo, Ill.]	160.60	190,648	647,735	840,561	550,540
1438	Nn. Pac. R. R. [6] [Line east of Montana.]	[7] 2,043.84	1,982,692	5,541,175	7,734,849	5,138,034
1451	Wis. Cent. Co. [8]	408.96	464,420	1,113,869	1,581,791	1,101,943
1453	Chic. & Nn. Pac. R. R. [8]	44.84	96,658	.....	574,592	196,575
1454	Wis. Cent. R. R. [8]	529.12	428,940	1,031,449	1,464,158	939,513
1457	Om. & St. L. Ry.	145.00	140,873	299,704	440,965	369,379
872	Pennsylvania Co.: [9]					
1460	E. St. L. & Carondelet Ry [10] / E. St. L. & Carondelet Ry [11]	12.01	..... /	..... /	43,057 / 27,907	34,484 / 16,255
1463	Port Edw., Centralia & Nn. R. R.	30.00	7,855	30,844	38,699	25,800
1464	Prairie du C. & Mc. G. Ry.	2.00	.....	.....	60,129	40,910
1465	Quin., Om. & Kans. Cy. Ry.	138.87	89,340	158,145	248,410	190,029
1466	Rice L., Dallas & Menomonie Ry.	7.52	388	1,526	1,914	5,422
1467	Rock I. & Peoria Ry.	113.00	127,262	510,091	636,227	391,602

[1] See page 52, No. 1378, for totals covering entire road.
[2] Inserted to show relation of two roads following.
[3] See page 52, No. 1173 for totals covering entire road.
[4] Group figures assigned by this Office. See page 52, No. 1197, for totals covering entire road.
[5] See page 52, No. 1228, for totals covering entire road.
[6] Group figures assigned by this Office. See page 52, No. 1438, for totals covering entire road.
[7] Includes 263.71 miles outside the United States.
[8] Report for period, Sept. 26, 1893 to June 30, 1894.
[9] Inserted to show relation of road following.
[10] Report for eight months ending Feb. 28, 1894.
[11] Report for four months ending June 30, 1894.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.			DIVIDENDS.					
1894.	1893.	Net deductions exclusive of dividends.	1894.	1893.	Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*			
4,673,476	5,941,570	[1] 2,375,717	[1] 746,225	[1] 1,000,000	[1] 1,551,534	24,628	262,576	1378
								1380
9,593	29,831	88,285	.....	.....	[2] 78,692	1,032	17,471	1381
351,996	247,208	179,129	150,000	.....	22,867	11,569	185,912	1382
710,777	715,450	266,184	400,000	.....	44,593	19,683	887,689	1383
3,466	5,600	10,320	.....	.....	[2] 6,854	.....	.....	1384
9,656	([3])	.....	.....	([3])	9,656	.....	.....	1385
61,436	106,419	143,002	.....	.....	[2] 81,566	14,069	128,435	1386
32,309	24,400	19,737	.....	3,210	12,572	12,482	3,012	1388
1,131,931	998,443	479,752	566,690	419,991	85,489	9,716,077	72,691,609	1389
12,648	1,681	18,245	.....	.....	[2] 5,597	12,074	55,160	1392
5,676,227	5,672,283	2,507,722	2,500,000	2,500,000	668,505	135,720	515,537	1173
145,872	174,800	103,655	.....	.....	42,217	1,790	366,052	1402
599,478	552,441	453,317	.....	.....	146,161	22,922	330,817	1404
6,874	[2] 3,186	1,445	.....	.....	5,429	4,422	110,673	1407
7,601	774	3,521	.....	.....	4,080	9,930	117,401	1408
106,710	([3])	65,085	.....	([3])	41,625	31,488	127,277	1409
30,268	5,486	6,413	.....	.....	23,855	.....	.....	1414
34,001	32,686	12,743	.....	.....	21,258	.....	.....	1416
126,006	136,498	30,710	80,000	80,000	15,296	23,523	86,527	1417
[2] 2,692	[2] 5,861	30,000	.....	.....	[2] 32,692	3,770	11,127	1418
9,605	8,790	9,605	.....	.....	.....	.....	.....	1420
1,211	.....	514	.....	.....	697	.....	.....	1421
484,274	514,270	372,050	.....	.....	112,224	60,968	427,323	1197
32,324	27,179	92,510	.....	.....	[2] 60,186	11,457	32,493	1424
5,288	9,502	8,041	.....	.....	[2] 2,753	.....	.....	1426
2,237	20,312	7,704	.....	.....	[2] 5,467	.....	.....	1427
772,393	821,903	782,861	.....	.....	[2] 10,468	42,284	268,384	1430
17,634	43,461	8,136	.....	.....	9,498	7,859	43,435	1431
23,713	26,131	11,851	.....	.....	11,862	.....	.....	1432
644,240	994,157	1,038,255	.....	.....	[2] 394,015	22,924	326,409	1438
12,018	26,131	.....	.....	.....	12,018	.....	.....	1434
[2] 6,001	.....	.....	.....	.....	[2] 6,001	.....	.....	1435
290,021	272,419	206,468	.....	.....	83,553	39,351	518,640	1228
2,596,815	4,985,156	5,426,319	.....	.....	[2] 2,829,504	34,875	238,665	1438
479,848	[4] 1,967,947	662,345	.....	.....	[2] 182,497	30,959	236,972	1451
378,017	1,115,928	14,192	.....	.....	363,825	.....	.....	1453
524,645	([5])	482,411	.....	.....	42,234	.....	.....	1454
71,586	97,171	125,837	.....	.....	[2] 54,251	28,534	256,291	1457
								872
8,573	17,627	13,708	.....	.....	[2] 5,135	.....	.....	1460
11,652		4,592	.....	.....	7,060	.....	.....	
12,899	8,920	18,213	.....	.....	[2] 5,314	.....	.....	1462
19,219	22,616	1,253	17,966	21,383	.....	.....	.....	1464
58,381	62,542	120,571	.....	.....	[2] 62,190	698	766	1465
[2] 3,578	.....	[6] 7,125	.....	.....	3,547	.....	.....	1466
246,625	279,144	60,326	75,000	75,000	111,299	34,901	342,395	1467

[1] Group figures partly assigned by this Office.
[2] Deficit.
[3] Report not filed.
[4] Includes also figures for Wisconsin Central Railroad.
[5] Included in Wisconsin Central Company. See note 4.
[6] Credit item.

GROUP VI. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE.

No.	1	2	3	4	5	6
	Abbreviated name of road.	Miles of line operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings.	
			Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1468	Rockport, Lang. & Nn. R. R.	5.60	1,681	3,699	5,693	4,586
1470	St. L., Alt. & T. Haute R. R.	239.04	313,701	1,040,633	1,385,045	808,278
1482	St. L., Keokuk & N. Wn. R. R.	233.39	464,685	1,141,618	1,689,926	1,090,607
1483	St. P. & Duluth R. R.	247.75	466,511	1,046,007	1,525,085	1,108,562
1490	Sioux Cy. & Nn. R. R.	97.28	40,722	237,008	285,880	167,923
1496	Tabor & Nn. Ry.	8.79	3,695	9,040	12,806	10,212
919	T. Haute & Indpls. R. R. [1] [Line in Illinois.]	324.00	756,688	1,194,922	1,959,001	1,526,121
1499	Tol., Peoria & Wn. Ry.	247.70	329,358	546,186	914,782	736,821
929	Tol., St. L. & Kans. Cy. R. R. [2] [Line in Illinois.]	179.49	112,945	390,927	503,872	387,609
930	Wabash R. R. [3] [Line west of Danville, Ill.]	1,347.90	2,817,209	3,789,205	7,717,337	5,967,849
1507	Wabash, Chester & Wn. R. R.	64.83	33,479	54,289	87,827	66,673
1509	Waukegan & Miss. Vy. Ry. [4]	3.00	.....	.....	13,111	12,043
1510	Win. & S. Wn. Ry.	114.50	37,743	103,628	144,858	126,892
1511	Win. Brg. Ry.	1.03	4,589	15,591	20,180	8,848
1512	Wis. & Chippewa Ry.	6.00	2,819	3,407	6,226	7,530

[1] Group figures assigned by this Office. See page 52, No. 919, for totals covering entire road.
[2] Group figures assigned by this Office. See page 52, No. 929, for totals covering entire road.
[3] Group figures assigned by this Office. See page 52, No. 930, for totals covering entire road.
[4] Report for four months ending June 30, 1894.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.			DIVIDENDS.					
1894.	1893.	Net deductions exclusive of dividends.	1894.	1893.	Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*			
1,127	.....	1,500	.....	.....	[1] 373	5,457	.....	1468
576,767	663,648	502,051	.....	.....	74,716	43,509	429,205	1470
599,319	431,641	725,121	.....	73,583	[1] 125,802	71,983	554,072	1482
416,503	669,153	271,529	293,406	355,044	[1] 148,432	69,774	470,066	1483
117,957	158,594	130,172	.....	.....	[1] 12,215	12,417	139,259	1490
2,594	679	3,794	.....	.....	[1] 1,200	8,231	.....	1496
432,880	610,335	596,788	.....	.....	[1] 163,908	68,661	445,831	919
183,961	245,225	250,853	.....	.....	[1] 66,892	44,048	168,025	1499
116,263	179,040	253,488	.....	.....	[1] 137,225	22,885	336,531	929
1,729,494	2,187,400	2,148,848	.....	.....	[1] 419,354	88,549	421,559	980
21,154	25,008	38,998	.....	.....	[1] 17,844	14,846	36,379	1507
1,068	[2]	.....	.....	[2]	1,068	.....	.....	1509
17,966	47,032	176,855	.....	.....	[1] 158,889	.....	.....	1510
11,332	23,505	20,088	.....	.....	[1] 8,756	.....	.....	1511
[1] 1,304	[1] 1,400	.....	.....	.....	[1] 1,304	10,802	4,753	1512

[1] Deficit.
[2] Report not filed.

GROUP VII. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE,

No.	1	2	3	4	5	6
	Abbreviated name of road.	Miles of line operated.	EARNINGS. Passenger.	Freight.	Total gross, including other earnings.	Operating expenses.
	Total—Group VII.....	9,999.71	*Dollars.* 9,952,128	*Dollars.* 25,029,897	*Dollars.* 35,873,047	*Dollars.* 24,418,307
1323	Chic. & N. Wn. Ry.: [1]					
1514	Frem., Elk. & Mo. Vy. R. R....	1,362.84	881,860	2,318,003	3,259,637	2,017,009
1333	Chic., Burl. & Quin. R. R. [2]..... [Line west of Missouri Riv.]	3,378.82	3,131,347	6,235,718	9,485,121	6,334,902
1348	Chic., St. P., Minneap. & Om. Ry. [3] [Line west of Missouri Riv.]	274.57	246,266	561,822	814,654	504,859
1378	Gt. Nn. Ry. [4]..... [Line between Minot, N. Dak. and Idaho.]	947.38	416,605	1,514,474	1,969,247	1,596,627
1517	Mont. Cent. Ry.....	256.60	221,285	998,937	1,227,752	747,896
1438	Nn. Pac. R. R. [5]..... [Line in Idaho and Montana.]	1,499.46	1,387,640	3,291,074	4,804,023	3,608,116
1527	Sioux Cy., O'Neill & Wn. Ry ..	129.16	33,383	131,348	170,146	112,234
1529	Un. Pac. Ry. [6]..... [Union and Cheyenne Divisions.]	1,160.47	3,110,228	8,411,074	11,971,635	7,612,908
1531	Brighton & Bould. Br. R. R..	26.97	1,583	28,994	30,854	35,287
1532	Carb. Cut Off Ry.....	19.06	613	26,660	27,302	27,723
1535	Om. & Repub. Vy. Ry	499.64	272,633	771,479	1,067,850	1,040,349
1536	St. Jos. & Gr. I. R. R	251.06	211,613	653,431	904,563	634,789
1537	Kans. Cy. & Om. R. R.....	193.68	37,072	86,882	140,263	145,537

[1] Inserted to show relation of road following.
[2] See page 52, No. 1333, for totals covering entire road.
[3] Group figures assigned by this Office. See page 52. No. 1348, for totals covering entire road.
[4] See page 52, No. 1378, for totals covering entire road.
[5] Group figures assigned by this Office. See page 52, No. 1438, for totals covering entire road.
[6] Group figures assigned by this Office. See page 52, No. 1529, for totals covering entire road.

1894, INCLUDING COMPARATIVE STATEMENTS OF NET EARNINGS AND DIVIDENDS, AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.			DIVIDENDS.					
1894.	1893.	Net deductions exclusive of dividends.	1894.	1893.	Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*			
11,454,740	16,483,583	16,046,719	2,943,312	2,470,732	[1] 7,535,291	31,873	217,649	
								1322
1,242,628	1,358,329	1,245,637	.....	.....	[1] 3,009	16,535	101,590	1514
3,150,219	4,416,792	[2] 4,298,243	[2] 2,498,702	[2] 2,323,459	[1] 3,641,726	28,593	139,375	1333
309,795	338,168	282,092	147,273	147,273	[1] 119,570	36,326	218,355	1343
372,620	285,105	[2] 939,166	[2] 302,337	.....	[1] 868,883	14,409	160,663	1378
479,856	371,164	503,831	.....	.....	[1] 23,975	14,609	303,406	1517
1,195,907	2,432,913	3,095,665	.....	.....	[1] 1,899,758	29,943	209,408	1433
57,812	101,597	143,691	.....	.....	[1] 85,879	6,813	32,539	1527
4,358,727	6,643,709	4,731,711	.....	.....	[1] 372,984	95,326	742,256	1529
[1] 4,413	[1] 8,287	2,894	.....	.....	[1] 7,307	800	72,479	1531
[1] 421	176	928	.....	.....	[1] 1,349	610	169,569	1532
27,510	93,062	393,350	.....	.....	[1] 365,840	17,364	79,840	1535
269,774	405,096	403,693	.....	.....	[1] 133,919	25,386	187,518	1536
[1] 5,274	45,759	5,818	.....	.....	[1] 11,092	3,712	27,449	1537

[1] Deficit.
[2] Group figures partly assigned by this Office.

GROUP VIII. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE,

No.	1	2	3	4	5	6
	Abbreviated name of road.	Miles of line operated.	EARNINGS. Passenger.	Freight.	Total gross, including other earnings.	Operating expenses.
	Total—Group VIII	15,378.62	*Dollars.* 15,199,726	*Dollars.* 42,185,200	*Dollars.* 60,502,751	*Dollars.* 43,013,788
1538	Ark. & La. Ry.....	25.54	13,655	27,499	45,616	31,456
1295	Atch., Top. & S. Fé R. R.: [1]					
1548	Manh., Al. & Bgame. Ry.....	56.62	16,026	23,560	40,537	57,000
1559	St. L., Kans. Cy. & Colo. R. R.	61.42	35,556	41,590	77,646	170,047
1560	Wich. & Wn. Ry	124.65	40,640	48,527	97,395	122,836
1344	Chic.. Rock I. & Pac. R. R. [2].... [Line west of Missouri Riv.]	1,979.17	1,907,088	3,819,460	5,836,708	4,405,650
1564	Choctaw Coal & Ry. Co	101.92	67,611	131,161	254,830	171,369
1566	Crystal Ry	3.50	2,039	9,568	11,607	8,056
1567	Crystal River Ry. [3].....					
1569	Denison & Washita Vy. Ry. [4]..	10.00	629	10,651	14,963	7,963
1570	Denver & Rio G. R. R.....	1,659.08	1,603,629	4,529,240	6,461,643	4,005,449
1573	Denver, Lakewood & Golden R. R.	13.50	22,454	5,813	28,308	21,598
1576	Eureka Spgs. Ry.....	18.50	31,844	38,305	70,149	29,348
1583	Hutchinson & Sn. R. R	82.20	23,062	46,677	71,471	49,448
1585	Kans. Cy. Belt Ry	10.00	.....	122,176	230,302	80,201
1586	Kans. Cy., Ft. Scott & Memph. R. R.	670.60	987,689	3,092,826	4,267,740	2,963,015
1587	Current Riv. R. R.....	81.95	20,383	120,960	145,932	101,372
1589	Kans. Cy., Clinton & Springf. Ry.	162.63	98,886	218,272	338,528	187,290
1592	Kans. Cy., Pittsb. & Gulf R. R.	230.07	70,717	217,262	288,237	253,855
1596	Little Book Cliff Ry. [5].....					
1597	Little Rock & Memph. R. R	131.15	105,304	262,555	368,824	335,602
1600	Manitou & Pike's Peak Ry	8.90	33,765	1,638	36,123	20,113
1602	Miss. Riv. & Bonne T. Ry.....	47.47	32,101	118,728	168,094	149,785
1604	Mo., Kans. & Tex. Ry. [6]..... [Line north of Denison, Tex.]	1,106.35	1,282,300	4,734,918	6,077,448	3,590,116
1606	Mo. Pac. Ry	3,218.39	2,935,110	7,615,102	11,588,098	9,060,129
1620	Cent. Brh. Un. Pac. R. R....	388.19	218,238	611,483	853,217	659,402
1623	Kans. Cy., Wyand. & N. Wn. R. R.	152.69	80,863	228,062	351,129	292,436
1626	Kans. Cy. & Beatrice R. R ..	34.80	7,584	5,426	13,037	40,515
1627	St. L., Iron Mtn. & Sn. Ry ..	1,773.47	2,639,077	7,763,443	10,676,112	7,528,805
1632	Bellevue Vy. R. R. [7].....					
1633	Sedalia, Warsaw & S. Wn. Ry.	43.23	13,176	21,686	34,875	29,950
1634	Mo. Sn. R. R	22.25	950	34,259	35,209	27,917
1636	Montg. & Wn. R. R. [8].....					
1644	St. L. S. Wn. Ry.....	582.70	557,962	2,234,832	2,831,033	2,135,568
1645	St. L., Cape Gir. & Ft. Smith Ry.	103.50	32,492	87,727	122,735	116,124
1647	St. L. Merchants' Brg. Term. Ry.	17.13	33,660	322,943	432,969	275,936
1649	St. L. Tr. Ry	8.02	.....	.....	126,064	92,088
1653	Term. R. R. Assn. of St. L	3.51	436,649	814,690	1,514,511	626,519
1656	Texarkana & Ft. Smith Ry	31.00	13,161	41,943	55,409	41,906
1657	Texarkana & Shrevepl. R. R....	23.00	5,392	29,262	34,654	20,800
1658	Ultima T., Arkadel. & Miss. Ry.	28.00	2,921	27,232	31,275	14,703
1529	Un. Pac. Ry. [9] ..... [Kansas Div. & Leavenworth Branch.]	675.48	1,078,631	2,104,083	3,295,368	2,201,335
1662	Jctn. Cy. & Ft. Kear. Ry	88	37,975	80,689	119,761	145,528
1663	Kans. Cent. R. R.	165.92	33,400	118,053	157,953	169,066
1665	Sal. & S. Wn. Ry	35.47	13,054	37,193	51,177	59,351
1666	Solomon R. R	57.04	27,984	80,328	109,304	80,142
1668	{Un. Pac., Denver & Gulf Ry. [9]. {Un. Pac., Denver & Gulf Ry. [10].	1,052.26	318,696 262,958	1,036,844 1,109,849	1,403,225 1,424,328	1,234,214 1,197,293
1669	Un. Pac., Linc. & Colo. Ry ...	225.35	35,683	101,068	228,228	148,863
1670	White & Black Riv. Vy. Ry....	64.00	18,732	58,597	80,979	55,617

[1] Inserted to show relation of three roads following. Report not filed.
[2] See page 52, No. 1344, for totals covering entire road.
[3] Not in operation.
[4] Report for six months ending December 31, 1893.
[5] Private coal road.
[6] Group figures assigned by this Office, see page 52, No. 1604 for totals covering entire road.
[7] Insufficient data for this table.
[8] Group figures assigned by this Office. See page 52, No. 1529, for total covering entire road.
[9] Report for period, July 1, 1893 to December 17, 1893.
[10] Report for period, December 18, 1893 to June 30, 1894.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.			DIVIDENDS.					
1894.	1893.	Net deductions exclusive of dividends.	1894.	1893.	Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
Dollars. 17,488,963	*Dollars.* 22,124,978	*Dollars.* 19,829,363	*Dollars.* 1,614,070	*Dollars.* 1,729,576	*Dollars.* [1] 3,954,470	34,086	252,395	
14,158	13,473	978	.....	.....	13,180	7,475	8,271	1538
								1295
[1] 16,463	[1] 18,422	17,449	.....	.....	[1] 33,912	5,966	23,497	1548
[1] 92,401	[1] 33,953	192,572	.....	.....	[1] 284,973	23,782	42,792	1559
[1] 25,430	46,960	128,958	.....	.....	[1] 154,388	6,875	19,468	1560
1,431,058	1,317,557	[2] 2,225,232	[2] 1,089,646	[2] 1,089,646	[1] 1,883,820	41,635	170,022	1344
83,461	68,585	[3] 12,463	.....	.....	95,924	20,439	53,493	1564
3,551	7,693	3,907	.....	.....	[1] 356	13,592	.....	1566
								1567
7,000	15,475	9,225	.....	.....	[1] 2,225	2,097	97,462	1569
2,456,194	3,993,410	2,368,533	.....	473,000	87,661	32,486	172,343	1570
6,709	.....	.....	.....	.....	6,709	44,869	7,037	1573
40,801	47,051	32,165	.....	.....	8,636	15,301	18,541	1576
22,023	18,757	61,824	.....	.....	[1] 39,801	.....	.....	1583
150,101	160,491	126,045	.....	.....	24,056	.....	.....	1585
1,304,725	1,443,217	1,161,379	.....	137,490	143,346	5,422,782	65,357,254	1586
44,560	73,311	85,115	.....	.....	[1] 40,555	581,612	11,731,607	1587
151,238	143,340	185,796	.....	.....	[1] 34,558	20,282	89,034	1589
34,382	[1] 30	20,997	.....	.....	13,385	.....	.....	1592
								1596
33,222	10,909	36,363	.....	.....	[1] 3,141	.....	.....	1597
16,010	33,360	27,094	.....	.....	[1] 11,084	14,818	.....	1600
18,309	56,768	67,541	.....	18,000	[1] 49,232	15,380	90,412	1602
2,487,332	2,481,348	1,860,930	.....	.....	626,402	39,280	368,318	1604
2,527,969	3,362,413	2,848,159	.....	.....	[1] 320,190	32,280	269,609	1606
193,815	580,653	511,631	.....	.....	[1] 317,816	14,089	106,667	1620
58,693	15,434	43,675	.....	.....	15,018	.....	.....	1623
[1] 27,478	[1] 28,922	9,641	.....	.....	[1] 37,119	.....	.....	1626
3,147,307	3,760,708	3,236,945	515,624	.....	[1] 605,262	51,074	462,479	1627
								1632
4,925	7,958	2,325	.....	.....	2,600	6,135	13,679	1633
7,292	3,924	5,794	.....	.....	1,498	1,797	31,616	1634
								1636
695,445	722,869	469,737	.....	.....	225,708	33,082	355,982	1644
6,611	[4]	.....	.....	[4]	6,611	11,664	40,296	1645
157,033	[4]	405,122	.....	[4]	[1] 248,089	.....	.....	1647
33,976	7,856	38,193	.....	.....	[1] 4,217	.....	.....	1649
887,992	1,010,628	907,789	.....	.....	[1] 19,797	.....	.....	1653
13,503	[1] 5,273	.....	.....	.....	13,503	11,305	.....	1656
13,854	14,799	1,037	8,800	11,440	4,017	.....	.....	1657
16,572	.....	26,555	.....	.....	[1] 9,983	.....	.....	1658
1,094,033	1,782,545	2,230,870	.....	.....	[1] 1,136,837	74,267	330,442	1529
[1] 23,767	2,147	87,997	.....	.....	[1] 111,764	7,580	31,806	1662
[1] 11,113	[1] 63,329	96,258	.....	.....	[1] 107,371	4,020	28,932	1663
[1] 8,174	559	35,671	.....	.....	[1] 43,845	10,466	29,403	1665
29,162	74,594	39,780	.....	.....	[1] 10,618	14,274	49,362	1666
169,011	933,509	[3] 23,863	.....	.....	95,148	8,722	81,843	1668
227,035		[2] 2,036	.....	.....	229,071	6,363	81,120	
79,365	241,046	140,062	.....	.....	[1] 60,697	3,118	17,394	1669
25,362	21,570	20,655	.....	.....	4,707	.....	.....	1670

[1] Deficit.
[2] Group figures partly assigned by this Office.
[3] Credit item.
[4] Report not filed.

GROUP IX. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE,

No.	1	2	3	4	5	6
	Abbreviated name of road.	Miles of line operated.	EARNINGS. Passenger.	Freight.	Total gross, including other earnings.	Operating expenses.
	Total—Group IX	9,342.22	*Dollars.* 9,539,391	*Dollars.* 26,706,057	*Dollars.* 36,877,092	*Dollars.* 28,732,781
1295	Atch., Top. & S. Fé R. R.: [1]					
1675	Gulf, Colo. & S. Fé Ry	1,058.00	1,081,122	3,606,983	4,719,898	4,035,028
1680	Chic., Rock I. & Tex. Ry	92.00	63,537	301,265	364,802	254,808
1686	Ft. Wor. & Rio G. Ry	146.16	92,125	219,058	311,183	228,930
1687	Galv. & Wn. Ry	13.10	1,532	368	8,568	12,563
1697	Internat. & Gt. Nn. R. R	775.40	973,526	2,134,237	3,107,763	2,369,446
1698	Galv., Houston & Hend. R. R. of 1882.	50.00	99,243	303,985	403,228	342,286
1699	Kans. Cy., Watkins & Gulf Ry.	98.37	26,683	77,954	105,839	81,026
1708	Minden R. R	5.25	4,415	9,881	14,357	8,025
1604	Mo., Kans. & Tex. Ry. [2] [Line south of Denison, Tex.]	910.66	1,142,165	2,624,296	3,799,843	3,389,114
1715	N. Galv., Houston & Kans. Cy. R. R. [3]	15.69	43	167	210	1,694
1719	Paris, Marsh. & Sab. Pass Ry	19.00	2,015	11,853	13,868	13,801
1720	Pecos Vy. Ry	35.00	12,432	24,573	37,431	27,761
1721	Pecos Riv. R. R	54.00	14,984	37,539	53,180	32,574
1722	Rio G. R. R	22.50	2,992	34,798	44,266	25,289
1723	Rio G. & Eagle Pass Ry	30.00	2,138	18,563	20,771	21,212
1725	St. L. S. Wn. Ry. of Tex	551.70	460,164	1,195,242	1,674,248	1,629,543
1726	Tyler S. En. Ry	88.60	40,675	68,085	110,609	109,394
1727	San Ant. & Aransas Pass Ry	687.40	392,763	1,305,979	1,712,641	1,379,521
1729	Sherman, Shrevept. & Sn. Ry	153.04	64,818	252,012	318,809	241,289
1731	Sn. Pac. Co. [4] [Atlantic System.]	1,765.61	2,111,037	7,845,596	10,303,180	7,127,916
1738	Sugar Land Ry	14.20	111	14,314	14,425	6,272
1740	Tex. & Pac. Ry	1,499.00	2,160,406	4,816,379	7,031,480	5,267,567
1741	Tex. Cent. R. R	178.00	85,791	166,003	253,856	169,108
1742	Tex., La. and Eastern R. R. [5]	33.04	531	7,285	7,826	9,465
1743	Tex. Mexican Ry	162.62	35,528	90,178	127,825	147,033
1744	Tex. Midl. R. R	56.66	15,374	45,051	60,652	67,529
1745	Tex., Sab. Vy. & N. Wn. Ry. [6] / Tex., Sab. Vy. & N. Wn. Ry. [7]	40.00	1,969 / 7,601	9,216 / 38,132	11,185 / 49,733	8,551 / 39,548
1747	Tex. Trunk R. R	51.58	13,961	48,899	64,473	64,378
1529	Un. Pac. Ry.: [1]					
1668	Un. Pac., Denver & Gulf Ry.: [1]					
1749	Ft. Wor. & Denver Cy. Ry. [8] / Ft. Wor. & Denver Cy. Ry. [9]	470.41	135,335 / 235,741	272,312 / 601,215	411,989 / 845,006	328,983 / 669,746
1752	Velasco Term. Ry	20.00	6,538	32,734	40,345	45,518
1753	Vicksb., Shrevept. & Pac. R. R.	170.69	179,543	319,626	536,597	406,461
1754	Waco & N. Wn. R. R	.54	58,995	156,013	218,769	122,875
1755	Weatherf., Minl. Wells & N. Wn. Ry.	23.00	13,658	21,266	36,503	23,285
1756	Wich. Vy. Ry	51.00	.....	.....	50,784	25,294

[1] Inserted to show relation of road following.
[2] Group figures assigned by this Office. See page 52, No. 1604, for totals covering entire road.
[3] Report for period, May 17, 1894, to June 30, 1894.
[4] See page 52, No. 1731, for totals covering entire road.
[5] Report for period, February 1 to June 30, 1894.
[6] Report for period, July 1 to September 19, 1893.
[7] Report for period, September 20, 1893 to June 30, 1894.
[8] Report for period, July 1 to October 23, 1893.
[9] Report for period, October 24, 1893 to June 30, 1894.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.			DIVIDENDS.					
1894.	1893.	Net deductions exclusive of dividends.	1894.	1893.	Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*			
8,144.311	9,780.526	11,127,322	3,935	5,899	[1] 2,986,946	33,981	244,505	
								1295
684,870	675.558	1,345.404	.....	.....	[1] 660,534	34,544	271,368	1675
109,994	22.097	96.748	.....	.....	13.246	24.606	164,549	1680
82,253	134.220	172.953	.....	.....	[1] 90.700	19,443	60,304	1686
[1] 3,995	567	2.458	.....	.....	[1] 6,453	12.162	514	1687
738,317	1,312.048	862.961	.....	.....	[1] 121,644	38.920	182,395	1697
60,842	151,000	110,759	.....	.....	[1] 49,917	80,364	256,003	1698
24,803	7,758	98.336	.....	.....	[1] 73.533	7,900	120,699	1699
6,322	6,534	365	3,935	5.899	2,022	688	703	1708
410,729	282,814	1,046,652	.....	.....	[1] 635,923	45,265	316,387	1604
[1] 1,484	(2)	110	.....	(2)	[1] 1,594	.....	.....	1715
67	1,074	2,191	.....	.....	[1] 2,124	.....	.....	1719
9,670	6,208	19,044	.....	.....	[1] 9,374	6,605	12,245	1720
20,606	23,828	35,604	.....	.....	[1] 14,998	6,316	12,165	1721
18,997	24,704	4,978	.....	.....	14,019	3,862	10,866	1722
[1] 441	734	720	.....	.....	[1] 1,161	.....	.....	1723
44,706	103,480	433,913	.....	.....	[1] 389,207	30,221	129,330	1725
1,215	7,899	31,190	.....	.....	[1] 29,975	12,311	38,160	1726
333,120	352,063	603,401	.....	.....	[1] 270,281	15,887	94,622	1727
77,549	5,896	65,979	.....	.....	11,570	11,549	58,958	1729
8,175,264	8,795,528	2,888,479	.....	.....	286,785	40,948	488,931	1731
8,153	(2)	10	.....	(2)	8,143	.....	.....	1738
1,763,913	2,024,460	1,816.397	.....	.....	[1] 52,484	48,569	274,654	1740
84,748	121,591	126,078	.....	.....	[1] 41,330	12,539	24,898	1741
[1] 1,639	.....	.....	.....	.....	[1] 1,639	574	3,369	1742
[1] 19,208	15,580	176,500	.....	.....	[1] 195,708	4,839	28,333	1743
[1] 6,877	[1] 326	38.112	.....	.....	[1] 44.989	6,358	11,610	1744
2,634	20,481	26,954	.....	.....	[1] 24,320	1,280	4,763	1745
1,187		35,996	.....	.....	[1] 34,809	4,474	17,462	
95	[1] 8,487	11,872	.....	.....	[1] 11,777	.....	.....	1747
								1529
								1668
83,076	514,845	163,785	.....	.....	[1] 80,709	9,348	36,578	1749
175,260		378,076	.....	.....	[1] 202,816	14,318	99,023	
[1] 5,173	9,188	18.920	.....	.....	[1] 24,093	9,692	82,301	1752
130,136	121,259	405,996	.....	.....	[1] 275,860	30,892	75,550	1753
95,894	.....	29,371	.....	.....	66,523	35,704	55,365	1754
13,218	13,027	35,749	.....	.....	[1] 22,531	16,840	20,589	1755
25,490	83,798	41,261	.....	.....	[1] 15,771	4,550	18,389	1756

[1] Deficit.
[2] Report not filed.

GROUP X. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON MILEAGE,

No.	1	2	3	4	5	6
	Abbreviated name of road.	Miles of line operated.	EARNINGS. Passenger.	Freight.	Total gross, including other earnings.	Operating expenses.
	Total–Group X	8,911.36	*Dollars.* 16,975,855	*Dollars.* 26,996,994	*Dollars.* 45,065.462	*Dollars.* 29,433,615
1758	Arcata & Mad Riv. R. R	17.25	18,039	39,487	57,526	60,384
1759	Ariz. & New Mex. Ry	71.00	14,710	181,286	195,996	89,023
1760	Ariz. & S. En. R. R	36.20	8,339	118,604	127,551	69,762
1295	Atch., Top. & S. Fé R. R.:[1]					
1762	New Mex. & Ariz. R. R	87.78	35,632	107,140	146.883	121,858
1763	Sn. Cal. Ry	490.98	965,220	1,123,096	2,121.205	1,690.617
1768	Buckspt. & Elk Riv. R. R	10.50	170	29,880	30,057	12,728
1771	Carson & Colo. Ry	307.25	48,779	97,724	146.503	96,506
1776	Colusa & L. R. R	22.00	9,483	9,537	19.020	12.535
1780	Eel Riv. & Eureka R. R	30.00	32,279	56,230	94.369	63,943
1781	Eureka & Palisade R. R	84.00	12,311	51,639	65 097	35,503
1378	Gt. Nn. Ry [2] [Line west of Montana.]	481.48	161,458	476,927	638.740	787,844
1791	Ilwaco Ry. & Nav. Co	16.00	7,582	6,787	15,087	11,430
1792	Indep. & Monmouth Ry	2.50	2,190	172	2,362	
1797	Los Ang. Term. Ry	50.20	105,073	45,598	152,410	130,565
1799	Maricopa & Phœnix R. R	34.60	35,427	86,081	121,508	70.817
1803	Nev.-Cal.-Oregon Ry	79.00	20,067	38,435	59,501	40,676
1438	Nn. Pac. R. R. [3] [Line west of Idaho.]	1,087.89	1,519,167	2,607,006	4,225,436	3.225,038
1817	N. Pac. Coast R. R	88.00	226,798	142,650	383,195	291,007
1833	Rio G. Wn. Ry	519.61	597,373	1,465,234	2,066,504	1,384.468
1836	Rogue Riv. Vy. Ry	6.00	3,828	851	4,679	4,925
1841	San Fran. & N. Pac. Ry	165.32	443,987	350,686	808,337	512,303
1731	Sn. Pac. Co. [4] [Pacific System.]	4,875.45	12,548,015	19,416,286	32,873,555	20,197,693
1867	Sumpter Vy. Ry	27.00	5,955	21,275	27,268	21,995
1529	Un. Pac. Ry.: [5]					
1870	Echo & Park Cy. Ry	30.19	8,188	85,677	94,370	63,652
1881	Utah Cent. Ry	37.00	20,408	39,524	61,265	96,311
1882	Vancouver, Klickitat & Yakima R. R.	12.00	85	6,920	7,005	3,486
1883	Va. & Truckee R. R	52.20	61,318	153,257	215,786	187,218
1884	Visalia R. R	7.83	8,605	8,582	17.187	9,683
1885	Visalia & Tulare R. R	11.50	9,324	972	10,296	9.342
1887	Wash. & Col. Riv. Ry	162.73	38,886	225,222	265,376	125.313
1890	Yreka R. R	7.90	7,159	4,229	11,388	6,990

[1] Inserted to show relation of two roads following.
[2] See page 52, No. 1378, for totals covering entire road.
[3] Group figures assigned by this Office. See page 52, No. 1438, for totals covering entire road.
[4] See page 52, No. 1731, for totals covering entire road.
[5] Inserted to show relation of road following.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND PER MILE OF ROAD—Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS.			DIVIDENDS.					
1894.	1893.	Net deductions exclusive of dividends.	1894.	1893.	Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
Dollars. 15,631,847	*Dollars.* 18,154,061	*Dollars.* 14,276,168	*Dollars.* 197,528	*Dollars.* 513,290	*Dollars.* 1,158,151	78,769	214,572	
[1] 2,858	30,168	[2] 10,527	6,590	3,374	1,079	.....	.....	1758
106,973	106,916	85,777	.....	.....	21,196	2,217	21,487	1759
57,789	69,910	7,095	40,000	40,000	10,694	2,277	37,974	1760
								1259
25,025	44,303	15,982	.....	.....	9,043	5,034	36,110	1762
430,588	590,957	370,820	.....	.....	59,768	67,852	87,057	1763
17,329	14,680	615	.....	20,000	16,714	525	58,166	1768
49,997	74,958	99,675	.....	.....	[1] 49,678	2,059	6,697	1771
6,485	11,313	7,082	.....	.....	[1] 597	.....	.....	1776
30,426	[3]	38,201	12,000	.....	[1] 19,775	.....	.....	1780
29,594	41,590	68,172	.....	.....	[1] 38,578	1,090	13,147	1781
[1] 149,104	.....	[4] 498,763	[4] 138,938	.....	[1] 786,805	11,366	69,779	1878
3,657	8,598	9,198	.....	.....	[1] 5,541	.....	.....	1791
2,362	[3]	.....	.....	[3]	2,362	.....	.....	1792
21,845	2,297	7,820	.....	.....	14,025	114,375	18,709	1797
50,691	93,778	33,943	.....	.....	16,748	510	3,212	1799
18,825	19,639	3,764	.....	.....	15,061	3,385	10,727	1803
1,000,398	2,095,650	2,774,141	.....	.....	[1] 1,773,743	41,242	207,150	1438
92,188	56,081	90,110	.....	.....	2,078	174,395	38,439	1817
682,036	886,884	672,686	.....	312,416	9,350	58,267	200,147	1833
[1] 246	[3]	.....	.....	[3]	[1] 246	1,897	.....	1836
296,034	323,271	312,224	.....	.....	[1] 16,190	118,844	43,572	1841
12,675,862	13,460,402	8,871,417	.....	.....	3,804,445	111,207	301,937	1731
5,273	26	9,394	.....	.....	[1] 4,121	.....	.....	1867
								1529
30,718	32,575	42,076	.....	.....	[1] 11,358	5,400	67,788	1870
[1] 35,046	.....	2,673	.....	.....	[1] 37,719	10,928	26,951	1881
3,519	8,251	3,069	.....	.....	450	.....	.....	1882
28,568	124,371	19,925	.....	137,500	8,643	2,196	3,514	1883
7,504	10,400	.....	.....	.....	7,504	.....	.....	1884
954	3,931	12,620	.....	.....	[1] 11,666	.....	.....	1885
140,063	43,112	225,226	.....	.....	[1] 85,163	3,961	32,493	1887
4,398	[3]	4,227	.....	.....	171	.....	.....	1890

[1] Deficit.
[2] Credit item.
[3] Report not filed.
[4] Group figures partly assigned by this Office.

SUPPLEMENT.—INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, PASSENGER AND TON

[Showing totalized figures for certain

No.	1	2	3	4	5	6
	Abbreviated name of road.	Miles of line operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings.	
			Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
428	N. Y., L. Erie & Wn. R. R. [1]	1,705.16	6,807,601	19,336,247	26,308,744	18,126,441
758	Clev., Cin., Chic. & St. L. Ry. [2]	1,850.34	4,907,847	7,866,966	13,034,049	9,549,753
767	Peoria & En. Ry. [3]	350.41	592,450	1,007,913	1,609,806	1,394,368
806	Kanawha & Mich. Ry. [4]	171.50	128,719	221,187	364,808	271,531
868	Norf. & Wn. R. R. [5]	1,566.90	1,852,078	7,791,495	9,810,966	6,770,871
919	T. Haute & Indpls. R. R. [6]	651.85	1,442,685	2,406,145	3,865,726	3,077,478
929	Tol., S. L. & Kans. Cy. R. R. [7]	450.72	360,961	1,175,720	1,536,681	1,273,773
930	Wabash R. R. [8]	1,985.30	4,753,980	7,797,469	12,732,047	10,272,505
984	Ches. & Ohio Ry. [9]	1,363.45	2,348,910	6,630,201	9,047,108	5,913,697
1173	Ill. Cent. R. R. [10]	2,888.30	7,314,841	12,278,660	20,564,506	13,201,698
1197	Louisv. & Nashv. R. R. [11]	3,149.02	5,756,638	13,062,027	19,231,196	12,096,139
1228	Mobile & Ohio R. R. [12]	697.60	603,062	2,387,802	3,042,499	1,999,675
1333	Chic., Burl. & Quin. R. R. [13]	5,595.58	9,541,580	17,202,394	27,477,886	16,868,028
1344	Chic., Rock I. & Pac. R. R. [14]	3,570.83	6,830,981	12,543,195	19,796,519	13,615,919
1348	Chic., St. P., Minneap. & Om. Ry. [15]	1,492.23	2,276,024	5,732,885	8,075,900	5,183,357
1378	Gt. Nn. Ry. [16]	3,767.25	2,390,286	8,766,761	11,385,771	6,486,779
1438	Nn. Pac. R. R. [17]	[18] 4,631.19	4,889,499	11,439,255	16,764,308	11,971,188
1529	Un. Pac. Ry. [19]	1,835.95	4,188,860	10,515,157	15,267,003	9,814,242
1604	Mo., Kans. & Tex. Ry. [20]	2,017.01	2,424,465	7,359,213	9,877,290	6,979,229
1731	Sn. Pac. Co. [21]	6,641.06	14,659,052	27,261,882	43,176,735	27,325,619

[1] Lies in Groups II and III. See pages 24 and 30, No. 428.
[2] Lies in Groups III and VI. See pages 28 and 38, No. 758.
[3] Lies in Groups III and VI. See pages 28 and 38, No. 767.
[4] Lies in Groups III and IV. See pages 28 and 32, No. 806.
[5] Lies in Groups III and IV. See pages 30 and 32, No. 868.
[6] Lies in Groups III and VI. See pages 30 and 42, No. 919.
[7] Lies in Groups III and VI. See pages 30 and 42, No. 929.
[8] Lies in Groups III and VI. See pages 30 and 42, No. 930.
[9] Lies in Groups IV and V. See pages 32 and 34, No. 984.
[10] Lies in Groups V and VI. See pages 34 and 40, No. 1173.
[11] Lies in Groups V and VI. See pages 34 and 40, No. 1197.
[12] Lies in Groups V and VI. See pages 34 and 40, No. 1228.
[13] Lies in Groups VI and VII. See pages 38 and 44, No. 1333.
[14] Lies in Groups VI and VIII. See pages 38 and 46, No. 1344.
[15] Lies in Groups VI and VII. See pages 38 and 44, No. 1348.
[16] Lies in Groups VI, VII, and X. See pages 40, 44, and 50, No. 1378.
[17] Lies in Groups VI, VII, and X. See pages 40, 44, and 50, No. 1438.
[18] Includes 263.71 miles outside the United States.
[19] Lies in Groups VII and VIII. See pages 44 and 46, No. 1529.
[20] Lies in Groups VIII and IX. See pages 46 and 48, No. 1604.
[21] Lies in Groups IX and X. See pages 48 and 50, No. 1731.

1894, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS AND MILEAGE PER MILE OF ROAD.

roads lying in more than one group.]

7	8	9	10	11	12	13	14	
NET EARNINGS.		Net deductions exclusive of dividends.	DIVIDENDS.		Surplus from operations of year.	Passengers carried one mile per mile of line.	Tons carried one mile per mile of line.	No.
1894.	1893.		1894.	1893.				
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*			
8, 1s2, 303	10, 866, 883	8, 970, 887	.....	.....	[1] 688, 084	229, 127	1, 866, 167	428
3, 484, 296	3, 911, 468	2, 976, 327	500, 000	1, 340, 000	7, 969	117, 896	654, 669	758
215, 438	312, 138	911, 260	.....	.....	[1] 695, 822	60, 850	524, 180	767
93, 277	102, 603	108, 302	.....	.....	[1] 15, 025	25, 585	172, 328	806
3, 040, 095	3, 210, 956	3, 382, 778	.....	430, 000	[1] 342, 683	40, 426	[1] 1, 052, 650	868
788, 248	1, 146, 650	918, 421	119, 289	119, 289	[1] 249, 462	68, 213	455, 466	919
263, 908	412, 978	628, 700	.....	.....	[1] 365, 792	31, 296	530, 861	929
2, 459, 542	3, 141, 909	3, 131, 308	.....	.....	[1] 671, 766	108, 650	567. 110	980
3, 133, 411	3, 289, 776	3, 119, 351	.....	.....	14, 060	77, 479	1, 017, 927	984
7, 362, 808	6, 836, 153	4, 349, 532	2, 500, 000	2, 500, 000	513, 276	110, 000	505, 678	1173
7, 145, 059	8, 063, 809	5, 705, 405	.....	2, 112, 000	1, 439, 654	61, 585	473, 680	1197
1, 102, 824	962, 298	1, 095, 507	.....	.....	7, 317	29, 303	416, 444	1228
10, 609, 858	11, 503, 195	7, 053, 957	4, 100, 135	3, 820, 231	544, 234	65, 380	334, 573	1333
6, 170, 600	5, 784, 622	4, 639, 648	1, 846, 232	1, 846, 232	[1] 315, 280	85, 596	355, 070	1344
2, 892, 543	2, 862, 064	1, 543, 633	787, 976	787, 976	360, 934	53, 600	343, 689	1343
4, 896, 992	6, 226, 675	3, 813, 645	1, 187, 500	1, 000, 000	[1] 104, 153	20, 861	212, 283	1378
4, 793, 120	9, 513, 720	11, 296. 124	.....	.....	[1] 6, 503, 004	35, 328	228, 517	1436
5, 452, 761	8, 426, 255	6, 962. 581	.....	.....	1, 509, 820	87, 578	590, 742	1529
2, 898, 061	2, 764, 162	2, 907, 583	.....	.....	[1] 9, 522	43, 208	354, 903	1604
15, 851, 125	17, 255, 930	11, 759, 894	.....	.....	4, 091, 231	92, 528	851, 654	1731

[1] Deficit.

EXPLANATORY NOTE.

In using the "Index to Railways," notice that following the names of railroads are Roman and Arabic numerals, which refer, respectively, to the groups and to the running numbers as used throughout this report, thus making it possible to locate at once any railroad on the page to which reference is made.

INDEX TO RAILWAYS.

	Page.
Abbotsford and Northeastern R. R. (VI, 1292)	38
Aberdeen and Rock Fish R. R. (IV, 941)	32
Addison and Pennsylvania Ry. (II, 163)	22
Addyston and Ohio River R. R. (III, 699)	28
Adirondack Ry. (II, 289)	22
Ahnapee and Western Ry. (VI, 1293)	68
Alabama and Vicksburg Ry. (V, 1089)	34
Alabama Great Southern R. R. (V, 1090)	34
Alabama Midland Ry. (V, 1091)	34
Albia and Centerville Ry. (VI, 1407)	40
Allegheny and Kinzua R. R. (II, 165)	22
Allegheny Valley Ry. (II, 535)	24
Alliance and Northern R. R. (III, 700)	28
Altamont and Manchester R. R. (V, 1093)	34
Ames and College Ry. (VI, 1294)	38
Annapolis, Washington and Baltimore R. R. (II, 168)	22
Arcata and Mad River R. R. (X, 1758)	50
Arizona and New Mexico Ry. (X, 1759)	50
Arizona and Southeastern R. R. (X, 1760)	50
Arkansas and Louisiana Ry. (VIII, 1538)	46
Atchison, Topeka and Santa Fé R. R. (VI, VIII, IX, X, 1295)	9, 46, 48, 50
Atlantic and Saint Lawrence R. R. (I, 86)	20
Atlanta and West Point R. R. (V, 1098)	34
Atlantic City R. R. (II, 611)	24
Atlantic Coast Line Association (IV, 947)	32
Augusta Southern R. R. (V, 1099)	34
Bachman Valley R. R. (II, 170)	22
Baltimore and Delaware Bay R. R. (II, 171)	22
Baltimore and Eastern Shore R. R. (II, 173)	22
Baltimore and Harrisburg Ry. (II, 679)	26
Baltimore and Lehigh R. R. (II, 175)	22
Baltimore and Ohio R. R. (II, 176)	9, 22, 28
Bangor and Aroostook R. R. (I, 1)	18
Bangor and Portland Ry. (II, 199)	22
Barberton Belt Line R. R. (III, 716)	28
Barclay R. R. (II, 201)	22
Bare Rock R. R. (II, 202)	22
Bath and Hammondsport R. R. (II, 203)	22
Bay Ridge and Annapolis R. R. (II, 174)	22
Beech Creek R. R. (II, 423)	24
Bellaire, Zanesville and Cincinnati Ry. (III, 720)	28
Bellevue Valley R. R. (VIII, 1632)	46
Belt Ry. of Chicago (VI, 1296)	38
Bennington and Rutland Ry. (I, 7)	18
Berkeley Springs and Potomac R. R. (II, 197)	22
Berlin Branch R. R. (II, 681)	26
Birmingham and Atlantic R. R. (V, 1102)	34
Birmingham, Selma and New Orleans Ry. (V, 1104)	34
Birmingham, Sheffield and Tennessee River Ry. (V, 1105)	34
Black Hills and Fort Pierre R. R. (VI, 1297)	38
Blue Ridge and Atlantic R. R. (V, 1106)	34
Boston and Albany R. R. (I, 8)	18
Boston and Maine R. R. (I, 13)	18
Boyne City and Southeastern R. R. (III, 721)	28
Bridgton and Saco River R. R. (I, 41)	18
Brighton and Boulder Branch R. R. (VII, 1531)	44
Brownstone and Middletown R. R. (II, 211)	22
Bucksport and Elk River R. R. (X, 1768)	50
Buffalo and Susquehanna R. R. (II, 212)	22
Buffalo, Rochester and Pittsburgh Ry. (II, 213)	22
Burlington and Northwestern Ry. (VI, 1299)	38
Burlington and Western Ry. (VI, 1300)	38
Burlington, Cedar Rapids and Northern Ry. (VI, 1301)	38
Calumet and Blue Island Ry. (VI, 1307)	38
Camden and Atlantic R. R. (II, 536)	24
Camden County R. R. (II, 613)	24
Cape Fear and Yadkin Valley Ry. (IV, 971)	32
Carbon Cut Off Ry. (VII, 1532)	44
Carolina Central R. R. (IV, 1056)	32
Carolina, Knoxville and Western Ry. (IV, 973)	32
Carolina Midland Ry. (IV, 974)	32
Carson and Colorado Ry. (X, 1771)	50
Carthage R. R. (IV, 975)	32
Catasauqua and Fogelsville R. R. (II, 219)	22
Catskill Mountain Ry. (II, 220)	22
Central Branch Union Pacific R. R. (VIII, 1620)	46
Central New York and Western R. R. (II, 222)	22
Central Pennsylvania and Western R. R. (II, 223)	22
Central R. R. and Banking Co. of Georgia.	9
Central R. R. of New Jersey (II, 224)	22
Central Union Depot and Ry. Co. (of Cincinnati) (III, 723)	28
Central Vermont R. R. (I, 50)	20
Chambersburg and Gettysburg R. R. (II, 260)	22
Charleston and Savannah Ry. (IV, 979)	32
Charleston, Cincinnati and Chicago R. R. (IV, 980)	32
Charleston, Sumpter and Northern R. R. (IV, 981)	32
Charlotte, Columbia and Augusta R. R. (IV, 1021)	32
Chattanooga Southern Ry. (V, 1125)	34
Cheraw and Chester Narrow Gauge R. R. (IV, 982)	32
Cherry Valley R. R. (VI, 1309)	38
Chesapeake and Nashville Ry. (V, 1127)	34
Chesapeake and Ohio Ry. (IV, V, 984)	32, 34
Chester and Delaware River R. R. (II, 614)	24
Chester and Lenoir Narrow Gauge R. R. (IV, 983)	32
Chicago and Alton R. R. (VI, 1310)	38
Chicago and Calumet Terminal Ry. (VI, 1316)	38
Chicago and Eastern Illinois R. R. (VI, 1317)	38
Chicago and Erie R. R. (III, 867)	30
Chicago and Grand Trunk Ry. (III, 790)	28
Chicago and Kenosha Ry. (VI, 1322)	38
Chicago and Northern Pacific R. R. (VI, 1453)	40
Chicago and Northwestern Ry. (VI, VII, 1323)	38, 44
Chicago and South Bend R. R. (III, 725)	28
Chicago and Southeastern Ry. (VI, 1328)	38

	Page.
Chicago and West Michigan Ry. (III, 727)	28
Chicago and Texas R. R. (VI, 1329)	38
Chicago, Burlington and Kansas City Ry. (VI, 1330)	38
Chicago, Burlington and Northern R. R of Wisconsin and Minnesota (VI, 1331)	38
Chicago, Burlington and Quincy R. R. (VI, VII, 1333)	38, 44
Chicago, Detroit and Canada Grand Trunk Junction Ry. (III, 793)	28
Chicago, Fort Madison and Des Moines Ry. (VI, 1337)	38
Chicago Great Western Ry. (VI, 1338)	38
Chicago, Milwaukee and Saint Paul Ry. (VI, 1342)	38
Chicago, Rock Island and Pacific Ry. (VI, VIII, 1344)	38, 46
Chicago, Rock Island and Texas Ry. (IX, 1680)	48
Chicago, Saint Paul, Minneapolis and Omaha Ry. (VI, VII, 1348)	38, 44
Choctaw Coal and Ry. Co. (VIII, 1564)	46
Chickamauga and Durham R. R. (V, 1129)	34
Chippewa River and Menomonie Ry. (VI, 1351)	38
Cincinnati and Muskingum Valley Ry. (III, 886)	30
Cincinnati and Westwood R. R. (III, 736)	28
Cincinnati, Dayton and Chicago R. R. (III, 745)	28
Cincinnati, Georgetown and Portsmouth R. R. (III, 737)	28
Cincinnati, Hamilton and Dayton R. R. (III, 738)	28
Cincinnati, Hamilton and Indianapolis R. R. (III, 746)	28
Cincinnati, Jackson and Mackinaw Ry. (III, 747)	28
Cincinnati, Lebanon and Northern Ry. (III, 748)	28
Cincinnati, New Orleans and Texas Pacific Ry. (V, 1132)	34
Cincinnati, Northwestern Ry. (III, 750)	28
Cincinnati, Portsmouth and Virginia R. R. (III, 751)	28
Cincinnati, Saginaw and Mackinaw R. R. (III, 702)	28
Clarendon and Pittsford R. R. (I, 59)	20
Clarion River Ry. (II, 264)	22
Cleveland and Marietta Ry. (III, 753)	28
Cleveland, Akron and Columbus Ry. (III, 754)	28
Cleveland, Canton and Southern R. R. (III, 755)	28
Cleveland, Cincinnati, Chicago and Saint Louis Ry. (III, VI, 758)	28, 38
Cleveland, Lorain and Wheeling R. R. (III, 768)	28
Clove Branch R. R. (II, 265)	22
Columbia and Greenville R. R. (IV, 1025)	32
Columbia, Newberry and Laurens R. R. (IV, 964)	32
Columbus, Sandusky and Hooking Ry. (III, 769)	28
Columbus, Shawnee and Hocking Ry. (III, 770)	28
Columbus Southern Ry. (V, 1135)	34
Colusa and Lake R. R. (X, 1776)	50
Concord and Montreal R. R. (I, 61)	20
Connecticut River R. R. (I, 24)	18
Connecting Terminal R. R. (II, 266)	22
Cornwall R. R. (II, 269)	22
Cornwall and Lebanon R. R. (II, 270)	22
Coudersport and Port Allegheny R. R. (II, 272)	22
Crawford and Manistee River Ry. (III, 772)	28
Crooked Creek R. R. and Coal Co. (VI, 1354)	38
Crystal Ry. (VIII, 1566)	46
Crystal River Ry. (VIII, 1567)	46
Cumberland Valley R. R. (II, 538)	24
Current River R. R. (VIII, 1587)	46
Danville and Western R. R. (IV, 985)	32
Dayton and Union R. R. (III, 764)	28
Dayton, Lebanon and Cincinnati R. R. (III, 773)	28

	Page.
Delaware and Hudson Canal Co. (II, 278)	22
Delaware, Lackawanna and Western R. R. (II, 290)	22
Delaware River R. R. (II, 308)	22
Delaware, Susquehanna and Schuylkill R. R. (II, 310)	22
Denison and Washita Valley Ry. (VIII, 1569)	46
Denver and Rio Grande R. R. (VIII, 1570)	46
Denver, Lakewood and Golden R. R. (VIII, 1573)	46
Des Moines and Kansas City Ry. (VI, 1356)	38
Des Moines Northern Ry. (VI, 1358)	38
Des Moines, Northern and Western Ry. (VI, 1357)	38
Detroit, Grand Haven and Milwaukee Ry. (III, 794)	28
Dover and Statesboro R. R. (V, 1138)	34
Drummond and Southwestern R. R. (VI, 1359)	38
Duluth and Iron Range R. R. (VI, 1360)	38
Duluth and Winnipeg R. R. (VI, 1361)	38
Duluth, Missabe and Northern Ry. (VI, 1364)	38
Duluth, Red Wing and Southern R. R. (VI, 1366)	38
Duluth, South Shore and Atlantic Ry. (VI, 1367)	38
Duluth Terminal Ry. (VI, 1384)	40
Duluth, Watertown and Pacific Ry. (VI, 1381)	40
Dunkirk, Allegheny Valley and Pittsburg R. R. (III, 857)	30
Durham and Northern Ry. (IV, 1061)	32
East and West R. R. Co. of Alabama (V, 1140)	34
East Saint Louis and Carondelet Ry. (VI, 1460)	4
East Saint Louis Connecting Ry. (VI, 1370)	38
East Tennessee and Western North Carolina R. R. (V, 1141)	34
East Tennessee, Virginia and Georgia Ry. (V, 1142)	34
Eastern Kentucky Ry. (V, 1147)	34
Eastern Ohio R. R. (III, 777)	28
Eastern Ry. Co. of Minnesota (VI, 1383)	40
Echo and Park City Ry. (X, 1870)	50
Eel River and Eureka R. R. (X, 1780)	50
Egypt Ry. (IV, 988)	32
Elgin, Joliet and Eastern Ry. (VI, 1371)	38
Ellwood Connecting R. R. (III, 779)	28
Elmira, Cortland and Northern R. R. (II, 318)	22
Emporium and Rich Valley R. R. (II, 321)	22
Erie and Wyoming Valley R. R. (II, 322)	22
Eureka and Palisade R. R. (X, 1781)	50
Eureka Springs Ry. (VIII, 1576)	46
Evansville and Terre Haute R. R. (III, 780)	28
Fall Brook Ry. (II, 324)	22
Falls Creek R. R. (II, 327)	22
Findlay, Fort Wayne and Western R. R. (III, 786)	28
Fitchburg R. R. (I, 78)	20
Flint and Père Marquette R. R. (III, 787)	28
Fonda, Johnstown and Gloversville R. R. (II, 330)	22
Fort Worth and Denver City Ry. (IX, 1749)	46
Fort Worth and Rio Grande Ry. (IX, 1686)	46
Fremont, Elkhorn and Missouri Valley R. R. (VII, 1514)	44
Fulton County Narrow Gauge Ry. (VI, 1375)	38
Gadsden and Attalla Union Ry. (V, 1154)	34
Gainesville, Jefferson and Southern R. R. (V, 1158)	34
Galveston and Western Ry. (IX, 1687)	46
Galveston, Houston and Henderson R. R. of 1882 (IX, 1698)	46
Genesee and Wyoming Valley Ry. (II, 332)	22
Georges Valley R. R. (I, 79)	20

Page.

Georgetown and Western R. R. (IV, 991). 32
Georgia, Carolina and Northern Ry. (IV, 1062) 32
Georgia Midland and Gulf R. R. (V, 1161). 34
Georgia Pacific Ry. (V, 1258) 36
Georgia R. R. (V, 1156) 34
Georgia Southern and Florida R. R. (V, 1162) 34
Gettysburg and Harrisburg Ry. (II, 615). 24
Glendon and Gulf R. R. (IV, 992) 32
Goodyear, Neillsville and Northern R. R. (VI, 1385) 40
Grand Rapids and Indiana R. R. (III, 887). 30
Grand Trunk Ry. (I, 85) 20, 22, 28
Great Northern Ry. (VI, VII, X, 1378)... 40, 44, 50
Green Bay, Winona and Saint Paul R. R. (VI, 1386) 40
Green Pond, Walterboro and Branchville Ry. (IV, 993) 32
Green Ridge R. R. of Maryland (II, 338) .. 22
Greenlick Ry. (II, 339) 22
Greenwich and Johnsonville Ry. (II, 340). 22
Gulf and Chicago R. R. (V, 1167) 34
Gulf, Colorado and Santa Fé Ry. (IX, 1675). 48
Hancock and Calumet R. R. (III, 797) 28
Hannibal and Saint Joseph R. R. (VI, 1389) 40
Hanover and Newport R. R. (II, 292) 22
Hartwell R. R. (V, 1171) 34
Henderson Bridge Co. (V, 1212) 34
Hoosac Tunnel and Wilmington R. R. (I, 90) 20
Hopatcong R. R. (II, 293) 22
Humeston and Shenandoah R. R. (VI, 1392) 40
Hunters Run and Slate Belt R. R. (II, 344) 22
Hutchinson and Southern R. R. (VIII, 1583) 46
Illinois Central R. R. (V, VI, 1173) 34, 40
Ilwaco Railway and Navigation Co. (X, 1791) 50
Independence and Monmouth Ry. (X, 1792) 50
Indiana, Illinois and Iowa R. R. (VI, 1402) 40
Indiana Northern Ry. (III, 799) 28
International and Great Northern R. R. (IX, 1697) 48
Iowa Central Ry. (VI, 1404) 40
Iowa Northern Ry. (VI, 1408) 40
Iron Ry. (III, 803) 28
Ironton R. R. (II, 346) 22
Island R. R. (II, 347) 22
Ivorydale and Mill Creek Valley Ry. (III, 805) 28
Jacksonville and Atlantic Ry. (V, 1178).. 34
Jacksonville Southeastern Line (VI, 1409). 40
Joliet and Blue Island Ry. (VI, 1414) 40
Junction R. R. (II, 542) 24
Junction City and Fort Kearney Ry. (VIII, 1662) 46
Kaaterskill R. R. (II, 664) 26
Kanawha and Michigan Ry. (III, IV, 806). 28, 32
Kankakee and Seneca R. R. (VI, 1352).... 38
Kanona and Prattsburgh R. R. (II, 351) .. 22
Kansas Central R. R. (VIII, 1663) 46
Kansas City and Beatrice R. R. (VIII, 1626) 46
Kansas City and Omaha R. R. (VII, 1537).. 44
Kansas City Belt Ry. (VIII, 1585)..... 46
Kansas City, Clinton and Springfield Ry. (VIII, 1589) 46
Kansas City, Fort Scott and Memphis R. R. (V, VIII, 1586) 34, 46
Kansas City, Memphis and Birmingham R. R. (V, 1186) 34
Kansas City, Pittsburg and Gulf R. R. (VIII, 1592) 46
Kansas City, St. Joseph and Council Bluffs R. R. (VI, 1335) 38
Kansas City, Watkins and Gulf Ry. (IX, 1699) 48
Kansas City, Wyandotte and Northwestern R. R. (VIII, 1623) 46
Kennebec Central R. R. (I, 91) 20
Kentucky Union Ry. (V, 1190) 34
Keokuk and Hamilton Bridge Co. (VI, 1416) 40

Page.

Keokuk and Western R. R. (VI, 1417).... 40
Kewaunee, Green Bay and Western R. R. (VI, 1388) 40
Kickapoo Valley and Northern Ry. (VI, 1418) 40
Kinderhook and Hudson R. R. (II, 355).. 22
Kinzua Valley R. R. (II, 357) 22
Kishacoquillas Valley R. R. (II, 358) 22
Knoxville and Ohio R. R. (V, 1144) 34
Knoxville, Cumberland Gap and Louisville R. R. (V, 1194) 34
La Salle and Bureau County R. R. (VI, 1421) 40
Lackawanna and Montrose R. R. (II, 359). 22
Lake Champlain and Moriah R. R. (II, 360) 24
Lake Erie and Western R. R. (III, 808).. 30
Lake Erie, Alliance and Southern Ry. (III, 809) 30
Lake Shore and Michigan Southern Ry. (III, 810) 30
Lake Superior, Terminal and Transfer Ry. (VI, 1420) 40
Lakeside and Marblehead R. R. (III, 824). 30
Lancaster, Oxford and Southern R. R. (II, 361) 24
Lebanon Springs R. R. (II, 362) 24
Lehigh and Hudson River Ry. (II, 363) .. 24
Lehigh Valley R. R 9
Lewiston and Auburn Ry. (I, 88) 20
Ligonier Valley R. R. (II, 367) 24
Lima and Honeoye Falls R. R. (II, 368) ... 24
Lime Rock R. R. (I, 92) 20
Little Book Cliff Ry. (VIII, 1596) 46
Little Rock and Memphis R. R. (VIII, 1597) 46
Little Saw Mill Run R. R. (II, 370) 24
Long Island R. R. (II, 371) 24
Los Angeles Terminal Ry. (X, 1797)..... 50
Louisville and Nashville R. R. (V, VI, 1197) 34, 40
Louisville Bridge Co. (V, 1215) 34
Louisville, New Albany and Chicago Ry. (III, 827) 30
Louisville Southern R. R. (V, 1145) 34
Macon, Dublin and Savannah R. R. (V, 1217) 34
Mahoning Valley R. R. (II, 380) 24
Maine Central R. R. (I, 93) 20
Manhattan, Alma and Burlingame Ry. (VIII, 1548) 46
Manistee and Grand Rapids R. R. (III, 832) 30
Manitou and Pike's Peak Ry. (VIII, 1600) 46
Maricopa and Phœnix R. R. (X, 1799)..... 50
Marine Ry. (II, 378) 24
Mason and Oceana R. R. (III, 837)..... 30
Mason City and Fort Dodge R. R. (VI, 1424) 40
McKeesport Connecting R. R. (II, 381) ... 24
Memphis and Charleston R. R. (V, 1146).. 34
Michigan Air Line Ry. (III, 795) 28
Michigan Central R. R. (III, 838)..... 30
Middle Georgia and Atlantic Ry. (V, 1221) 34
Middletown and Cincinnati Ry. (III, 853). 30
Middletown and Hummelstown R. R. (II, 616) 24
Middlesex Valley R. R. (II, 384) 24
Milwaukee and Superior Ry. (VI, 1426)... 40
Milwaukee, Bay View and Chicago R. R. (VI, 1427) 40
Minden R. R. (IX, 1708) 48
Mineral Range R. R. (III, 854)..... 30
Minneapolis and Saint Louis Ry. (VI, 1430) 40
Minneapolis Eastern Ry. (VI, 1432)..... 40
Minneapolis, Saint Paul and Sault Sainte Marie Ry. (VI, 1433)..... 40
Minnesota and Wisconsin Ry. (VI, 1434). 40
Minnesota Belt Line Ry. and Transfer Co. (VI, 1435)..... 40
Mississippi River and Bonne Terre Ry. (VIII, 1602) 46
Missouri, Kansas and Texas Ry. (VIII, IX, 1604) 46, 48
Missouri Pacific Ry. (VIII, 1606) 46
Missouri Southern R. R. (VIII, 1634) 46

	Page.
Mobile and Birmingham Ry. (V, 1237)	34
Mobile and Ohio R. R. (V, VI, 1228)	34, 40
Monongahela Connecting R. R. (II, 386)	24
Monongahela River and Streets Run R. R. (II, 387)	24
Monson R. R. (I, 104)	20
Mont Alto R. R. (II, 389)	24
Montana Central Ry. (VII, 1517)	44
Montgomery and Western R. R. (VIII, 1636)	46
Montpelier and Wells River R. R. (I, 105)	20
Montrose Ry. (II, 391)	24
Moshassuck Valley R. R. (I, 107)	20
Mount Gilead Short Line Ry. (III, 765)	28
Mount Hope Mineral R. R. (II, 394)	24
Mount Jewett and Smethport R. R. (II, 395)	24
Mount Jewett, Kinzua and Ritersville R. R. (II, 396)	24
Mount Penn Gravity R. R. (II, 399)	24
Nashville and Knoxville R. R. (V, 1231)	34
Nashville, Chattanooga and Saint Louis Ry. (V, 1232)	36
Nevada, California, Oregon Ry. (X, 1803)	50
New Castle and Butler R. R. (III, 856)	30
New Jersey and New York R. R. (II, 402)	24
New Mexico and Arizona R. R. (X, 1762)	50
New Orleans and Northeastern R. R. (V, 1235)	36
New York and Greenwood Lake Ry. (II, 457)	24
New York and New England R. R. (I, 112)	20
New York and Rockaway Beach Ry. (II, 379)	24
New York Central and Hudson River R. R. (II, 409)	24, 30
New York, Chicago and Saint Louis R. R. (III, 859)	30
New York, Lake Erie and Western R. R. (II, III, 428)	24, 30
New York, New Haven and Hartford R. R. (I, 122)	20
New York, Ontario and Western Ry. (II, 463)	24
New York, Philadelphia and Norfolk R. R. (II, 468)	24
Newburgh, Dutchess and Connecticut R. R. (II, 401)	24
Newport and Cincinnati Bridge Co. (V, 1213)	34
Norfolk and Carolina R. R. (IV, 1001)	32
Norfolk and Southern R. R. (IV, 1003)	32
Norfolk and Western R. R. (III, IV, 868)	30, 32
Northampton and Hertford R. R. (IV, 1006)	32
North Galveston, Houston and Kansas City R. R. (IX, 1715)	48
Northern Pacific R. R. (VI, VII, X, 1438)	40, 44, 50
North Pacific Coast R. R. (X, 1817)	50
Northeast Pennsylvania R. R. (II, 617)	24
Northeastern R. R. (V, 1259)	36
Northern Adirondack R. R. (II, 475)	24
Northern Central Ry. (II, 543)	24
Oconee and Western R. R. (V, 1243)	36
Ohio River R. R. (IV, 1007)	32
Ohio Southern R. R. (III, 871)	30
Oil City and Ridgeway Ry. and Mining Co. (II, 476)	24
Olean, Oswayo and Eastern R. R. (II, 477)	24
Omaha and Republican Valley Ry. (VII, 1535)	44
Omaha and Saint Louis Ry. (VI, 1457)	40
Orange County R. R. (II, 365)	24
Oregon and Texas Ry. (II, 478)	24
Owasco River Ry. (II, 479)	24
Palmetto R. R. (IV, 1011)	32
Paris, Marshall and Sabine Pass Ry. (IX, 1719)	48
Pecos River R. R. (IX, 1721)	48
Pecos Valley Ry. (IX, 1720)	48
Pennsylvania Co. (III, 872)	24, 30
Pennsylvania R. R. (II, 481)	24
Peoria and Eastern Ry. (III, VI, 767)	28, 38
Peoria, Decatur and Evansville Ry. (VI, 1372)	38
Perkiomen R. R. (II, 620)	24
Philadelphia and Chester Valley R. R. (II, 621)	24
Philadelphia and Reading R. R. (II, 569)	24
Philadelphia, Newtown and New York R. R. (II, 630)	26
Philadelphia, Reading and New England R. R. (II, 631)	26
Philadelphia, Wilmington and Baltimore R. R. (II, 550)	24
Phillips and Rangeley R. R. (I, 146)	20
Pittsburgh and Lake Erie R. R. (III, 902)	30
Pittsburgh and Western Ry. (III, 709)	28
Pittsburgh, Akron and Western R. R. (III, 906)	30
Pittsburgh, Chartiers and Youghiogheny Ry. (III, 907)	30
Pittsburgh, Cincinnati, Chicago and Saint Louis Ry. (III, 891)	30
Pittsburgh, Marion and Chicago Ry. (III, 908)	30
Pittsburgh, Shenango and Lake Erie R. R. (III, 909)	30
Port Edwards, Centralia and Northern R. R. (VI, 1463)	40
Port Jervis, Monticello and New York R. R. (II, 634)	26
Port Reading R. R. (II, 623)	24
Port Royal and Augusta Ry. (IV, 1015)	32
Port Royal and Western Carolina Ry. (IV, 1016)	32
Portland and Rochester R. R. (I, 147)	20
Portland and Rumford Falls Ry. (I, 148)	20
Portsmouth and Tygart Valley R. R. (V, 1251)	36
Potomac, Fredericksburg and Piedmont R. R. (IV, 1017)	32
Poughkeepsie and Eastern Ry. (II, 635)	26
Prairie du Chien and McGregor Ry. (VI, 1464)	40
Queen Anne's and Kent R. R. (II, 559)	24
Quincy, Omaha and Kansas City Ry. (VI, 1465)	40
Raleigh and Augusta Air Line R. R. (IV, 1064)	32
Raleigh and Gaston R. R. (IV, 1059)	32
Reading and Columbia R. R. (II, 624)	24
Reynoldsville and Falls Creek R. R. (II, 640)	26
Rice Lake, Dallas and Menomonie Ry. (VI, 1466)	40
Richmond and Danville R. R. (IV, V, 1019)	32, 36
Richmond, Fredericksburg and Potomac R. R. (IV, 1047)	32
Rio Grande R. R. (IX, 1722)	48
Rio Grande and Eagle Pass Ry. (IX, 1723)	48
Rio Grande Western Ry. (X, 1833)	50
Rock Island and Peoria Ry. (VI, 1467)	40
Rockport R. R. (I, 150)	20
Rockport, Langdon and Northern R. R. (VI, 1468)	40
Rogue River Valley Ry. (X, 1836)	50
Rupert and Bloomsburg R. R. (II, 637)	24
Saint Croix and Penobscot R. R. (I, 151)	20
Saint Johnsbury and Lake Champlain R. R. (I, 88)	18
Saint Joseph and Grand Island R. R. (VII, 1536)	44
Saint Louis, Alton and Terre Haute R. R. (VI, 1470)	40
Saint Louis, Cape Girardeau and Fort Smith Ry. (VIII, 1645)	46
Saint Louis, Iron Mountain and Southern Ry. (VIII, 1627)	46
Saint Louis, Kansas City and Colorado R. R. (VIII, 1559)	46
Saint Louis, Keokuk and Northwestern R. R. (VI, 1482)	40
Saint Louis Merchants' Bridge Terminal Ry. (VIII, 1647)	46
Saint Louis Southwestern Ry. (VIII, 1644)	46
Saint Louis Southwestern Ry. of Texas (IX, 1725)	48
Saint Louis Transfer Ry. (VIII, 1649)	46
Saint Marys and Southwestern R. R. (II, 645	26
Saint Paul and Duluth R. R. (VI, 1483)	40

	Page.
Saint Paul, Minneapolis and Manitoba Ry. (VI, 1380)	40
Salem R. R. (III, 917)	30
Salina and Southwestern Ry. (VIII, 1665)	46
Salt Springs and Bowden Lithia R. R. (V, 1265)	36
San Antonio and Aransas Pass Ry. (IX, 1727)	48
San Francisco and North Pacific Ry. (X, 1841)	50
Sandusky and Columbus Short Line Ry. (III, 918)	30
Sandy River R. R. (I, 152)	20
Savannah, Americus and Montgomery Ry. (V, 1267)	36
Savannah, Florida and Western Ry.	9
Seaboard and Roanoke R. R. (IV, 1054)	32
Sedalia, Warsaw and Southwestern Ry. (VIII, 1633)	46
Sharpsville R. R. (II, 646)	26
Shepaug, Litchfield and Northern R. R. (I, 155)	20
Sherman, Shreveport and Southern Ry. (IX, 1729)	48
Silver Lake Ry. (II, 647)	26
Sinnemahoning Valley R. R. (II, 648)	26
Sioux City and Northern R. R. (VI, 1490)	40
Sioux City and Pacific R. R. (VI, 1327)	38
Sioux City, O'Neill and Western Ry. (VII, 1527)	44
Slate Run R. R. (II, 650)	26
Solomon R. R. (VIII, 1666)	46
Somerset Ry. (I, 156)	20
South Atlantic and Ohio R. R. (IV, 1066)	32
South Carolina Ry. (IV, 1068)	32
South Carolina and Georgia R. R. (IV, 1069)	32
South Manchester R. R. (I. 157)	20
Southern California Ry. (X, 1763)	50
Southern Pacific Co. (IX, X, 1731)	48, 50
Staten Island Rapid Transit R. R. (II, 653)	26
Stewartstown R. R. (II, 656)	26
Stony Clove and Catskill Mountain R. R. (II, 666)	26
Stony Creek R. R. (II, 628)	26
Suffolk and Carolina Ry. (IV, 1070)	32
Suffolk Lumber Co.'s R. R. (IV, 1071)	32
Sugar Land Ry. (IX, 1738)	48
Sullivan County R. R. (I, 26)	18
Sumpter Valley Ry. (X, 1867)	50
Sussex R. R. (II, 305)	22
Syracuse and Baldwinsville Ry. (II, 306)	22
Syracuse, Binghamton and New York R. R. (II, 307)	22
Tabor and Northern Ry. (VI, 1496)	40
Talbotton R. R. (V, 1279)	36
Tamaqua, Haselton and Northern R. R. (II, 629)	26
Terminal R. R. Association of St. Louis (VIII, 1653)	46
Terre Haute and Indianapolis R. R. (III, VI, 919)	30, 40
Texarkana and Fort Smith Ry. (VIII, 1656)	46
Texarkana and Shreveport R. R. (VIII, 1657)	46
Texas and Pacific Ry. (IX, 1740)	48
Texas Central R. R. (IX, 1741)	48
Texas, Louisiana and Eastern R. R. (IX, 1742)	48
Texas Midland R. R. (IX, 1744)	48
Texas Mexican Ry. (IX, 1743)	48
Texas, Sabine Valley and Northwestern Ry. (IX, 1745)	48
Texas Trunk R. R. (IX, 1747)	48
Tioga R. R. (II, 460)	24
Tionesta Valley R. R. (III, 922)	30
Toledo and Ohio Central Ry. (III, 925)	30
Toledo, Ann Arbor and North Michigan Ry. (III, 928)	30
Toledo, Peoria and Western Ry. (VI, 1499)	40
Toledo, Saginaw and Muskegon Ry. (III, 796)	28
Toledo, Saint Louis and Kansas City R. R. (III, VI, 929)	30, 40
Tuskegee R. R. (V, 1285)	36
Tyler Southeastern Ry. (IX, 1726)	48
Ulster and Delaware R. R. (II, 661)	26
Ultima Thule, Arkadelphia and Mississippi Ry. (VIII, 1658)	46
Union R. R. (of Baltimore) (II, 549)	24
Union Freight R. R. (I, 158)	20
Union Pacific Ry. (VII, VIII, 1529)	44, 46
Union Pacific, Denver and Gulf Ry. (VIII, 1668)	46
Union Pacific, Lincoln and Colorado Ry. (VIII, 1669)	46
Union Point and White Plains R. R. (V, 1159)	34
United States and Canada R. R. (II, 385)	22
Utah Central Ry. (X, 1881)	50
Valley R. R. (of Virginia) (IV, 1076)	32
Valley Ry. (of Ohio) (III, 714)	28
Vancouver, Klickitat and Yakima R. R. (X, 1882)	50
Velasco Terminal Ry. (IX, 1752)	48
Vermont Valley R. R. of 1871 (I, 25)	18
Vicksburg, Shreveport and Pacific R. R. (IX, 1753)	48
Virginia and Truckee R. R. (X, 1883)	50
Visalia R. R. (X, 1884)	50
Visalia and Tulare R. R. (X, 1885)	50
Wabash R. R. (III, VI, 930)	30, 40
Wabash, Chester and Western R. R. (VI, 1507)	40
Waco and Northwestern R. R. (IX, 1754)	48
Wallkill Valley R. R. (II, 426)	24
Washington and Columbia River Ry. (X, 1887)	50
Washington Southern Ry. (X. 1888)	50
Waukegan and Mississippi Valley Ry. (VI, 1509)	40
Waynesburg and Washington R. R. (II, 480)	24
Weatherford, Mineral Wells and Northwestern Ry. (IX, 1755)	48
Wellsville, Coudersport and Pine Creek R. R. (II, 673)	26
West Jersey R. R. (II, 561)	24
West Virginia and Pittsburg R. R. (IV, 1079)	32
West Virginia Central and Pittsburg Ry. (IV, 1080)	32
Western Maryland R. R. (II, 675)	26
Western New York and Pennsylvania R. R. (II, 683)	26
Western Ry. of Alabama. (V, 1288)	36
Wheeling and Lake Erie Ry (III, 938)	30
White and Black River Valley Ry. (VIII, 1670)	46
Wichita and Western Ry. (VIII, 1560)	46
Wichita Valley Ry. (IX, 1756)	48
Williams Valley R. R. (II, 695)	26
Willmar and Sioux Falls Ry. (VI, 1382)	40
Wilmington and Northern R. R. (II, 697)	26
Wilmington, Newbern and Norfolk Ry. (IV, 1083)	32
Winifrede R. R. (IV, 1086)	32
Winona and Southwestern Ry. (VI, 1510)	40
Winona Bridge Ry. (VI, 1511)	40
Wisconsin and Chippewa Ry. (VI, 1512)	40
Wisconsin Central Co. (VI, 1451)	40
Wisconsin Central R. R. (VI, 1454)	40
Wisconsin, Minnesota and Pacific Ry. (VI, 1431)	40
Wood River Branch R. R. (I, 159)	20
Woodstock Ry. (I, 160)	20
Yazoo and Mississippi Valley R. R. (V, 1176)	34
York Harbor and Beach R. R. (I, 39)	18
Yreka R. R. (X, 1890)	50
Zanesville and Ohio River Ry. (III, 940)	30